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TUESDAY, NOVEMBER 26, 1895.

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 section eighteen of "The Extradition Act, 1870," it is among other things enacted, that, if by any law made after the passing of the said Act by the Legislature of any British Possession, provision is made for carrying into effect within such Possession the surrender of fugitive criminals who are in, or suspected of being in, such British Possession, Her Majesty may, by the Order in Council applying the said Act in the case of any Foreign State, or by any subsequent Order, direct that such law or any part thereof shall have effect in such British Possession, with or without modifications and alterations, as if it were part of the Act;

And whereas by an Act of the Governor-General of India in Council entitled "The Extradition (India) Act, 1895," it is provided that "all powers vested in, and Acts authorized or required to be done by, a Police Magistrate or any Justice of the Peace in relation to the surrender of fugitive criminals in the United Kingdom under the Extradition Acts, 1870 and 1873, are hereby vested in, and may in British India be exercised and done by, any Presidency Magistrate or District Magistrate in relation to the surrender of fugitive criminals under the said Acts";

And whereas it is further provided by the said Extradition (India) Act, 1895, that the said Act shall come into force on such date as the Governor-General in Council shall, by notification in the *Gazette of India*, appoint in this behalf, provided that no such date shall be appointed until Her Majesty shall have been pleased by Order in Council to direct that the said Act shall have effect in British India as if it were part of the Extradition Act, 1870, and such Order shall have been published in the "*Gazette of India*";

Now, therefore, Her Majesty, in pursuance of the Extradition Acts, 1870 and 1873, and in exercise of the power in that behalf in the said Acts contained, doth by this present Order, by and with the advice of Her Majesty's Privy Council, direct that the said Extradition (India) Act, 1895, shall have effect in British India without modification or alteration as if it were part of the Extradition Acts, 1870 and 1873.

And the Right Honourable Lord George Hamilton, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly. *C. L. Peel.*

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 section two hundred and eighty-four of "The Merchant Shipping Act, 1894," it is enacted that, where the legislature of any British Possession provides for the survey of, and grant of certificates for, passenger steamers, and the Board of Trade report to Her Majesty the Queen that they are satisfied that the certificates are to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the said Act, Her Majesty in Council may:—

- (1.) Declare that the certificates granted in the said British Possession shall be of the same force as if granted under the said Act; and
- (2.) Declare that all or any of the provisions of Part III of the said Act which relate to passenger steamers' certificates shall, either without modification or with such modifications as to Her Majesty may seem necessary, apply to the certificates granted in the said British Possession; and
- (3.) Impose such conditions and make such regulations with respect to the certificates, and to the use, delivery, and cancellation thereof, as to Her Majesty may seem fit, and impose fines not exceeding fifty pounds for the breach of those conditions and regulations.

And whereas it has been made to appear to Her Majesty that the Legislature of the British Possession of Tasmania has provided for the survey of, and grant of certificates for passenger steamers.

And whereas the Board of Trade have reported to Her Majesty that they are satisfied that such certificates are, as regards sea-going passenger steamers, to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the said Merchant Shipping Act, 1894.

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

Now, therefore, Her Majesty in Council is hereby pleased to declare as follows, viz. :—

1. That the certificates granted under the said provision by the Legislature of the British Possession of Tasmania for sea-going passenger steamers shall be of the same force as if they had been granted for the same purpose in the United Kingdom under "The Merchant Shipping Act, 1894."
2. That all the provisions of the third part of the said Act which relate to passenger steamers' certificates shall, without modification, except as hereinafter mentioned, apply to the certificates for sea-going passenger steamers granted in the said British Possession of Tasmania.
3. That it shall not be lawful for a passenger steamer to which this Order relates to proceed to sea with passengers on board from any port or place in the United Kingdom, on any voyage other than to the said Possession of Tasmania or any intermediate place or places situate on such voyage.
4. That if any such passenger steamer goes or attempts to go to sea from any port or place in the United Kingdom, with any passengers on board upon any other voyage than a voyage to the said Possession of Tasmania or any intermediate place or places as aforesaid, the owner and master thereof shall, for each such offence, incur a fine not exceeding *fifty pounds*, to be recovered in a summary manner, and such fine is hereby imposed accordingly.

C. L. Peel.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Order in Council dated the twenty-ninth day of February, one thousand eight hundred and sixty-eight, made by Her Majesty in exercise of the powers conferred upon Her by "The Merchant Shipping Act Amendment Act, 1862," Her Majesty was pleased to direct that the ships of Denmark the certificates of Danish nationality and registry of which were dated on and after the first October, one thousand eight hundred and sixty-seven, should be deemed to be of the tonnage denoted in the said certificates of Danish nationality and registry :

And whereas by another Order in Council dated the thirtieth day of December, one thousand eight hundred and seventy-eight, Her Majesty was pleased to direct as regards Danish steamships that if the owner or master of any merchant ship belonging to the Kingdom of Denmark and measured after the first day of October, one thousand eight hundred and seventy-eight, which is propelled by steam or any other power requiring engine-room, should desire the allowance for engine-room in his ship to be estimated under the rules for engine-room measurement and allowance applicable to British ships instead of under the Danish rule, the engine-room should be measured and the allowance calculated according to the British rules :

And whereas by another Order in Council dated the twentieth day of April, one thousand eight hundred and eighty-three, Her Majesty was further pleased to direct that in the event of the net registered tonnage of merchant ships belonging

to the said Kingdom of Denmark, which are propelled by steam or any other power requiring engine-room estimated under the British rules, being denoted in the said certificates of Danish nationality and registry issued on or after the first day of September, one thousand eight hundred and eighty-two, such ships should be deemed to be of the tonnage so denoted in the said certificates :

And whereas by section eighty-four of "The Merchant Shipping Act, 1894," it is enacted that whenever it appears to Her Majesty the Queen in Council that the tonnage regulations of that Act have been adopted by any foreign country and are in force there, Her Majesty in Council may order that the ships of that country shall, without being remeasured in Her Majesty's dominions, be deemed to be of the tonnage denoted in their certificates of registry or other national papers in the same manner, to the same extent, and for the same purposes as the tonnage denoted in the certificate of registry of a British ship is deemed to be the tonnage of that ship :

And whereas it has been made to appear to Her Majesty that the tonnage regulations of "The Merchant Shipping Act, 1894," have been adopted by the Government of His Majesty the King of Denmark, and that such regulations are now in force in that country, having come into operation on the first day of April, one thousand eight hundred and ninety-five :

And whereas there still are or may be ships belonging to the Kingdom of Denmark to which the hereinbefore recited Orders of the twentieth February, one thousand eight hundred and sixty-eight, the thirtieth December, one thousand eight hundred and seventy-eight, and the twentieth April, one thousand eight hundred and eighty-three, may respectively apply, and it is expedient not to revoke the same, but to let the said recited Orders remain in force so long as there are any ships to which the same may so respectively apply :

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

Now, therefore, Her Majesty (in pursuance and exercise of the powers hereinbefore mentioned) is hereby pleased, by and with the advice of Her Privy Council, to decree that the merchant ships of the Kingdom of Denmark the measurement whereof shall on or after the first day of April, one thousand eight hundred and ninety-five, have been ascertained and denoted in the certificates of registry or other national papers of such ships, shall be deemed to be of the tonnage denoted in their certificates of registry or other national papers in the same manner, to the same extent, and for the same purposes as the tonnage denoted in the certificate of registry of a British ship is deemed to be the tonnage of that ship.

C. L. Peel.

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

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second and five hundred and eighty-third sections of "The Merchant Shipping Act, 1894," it is enacted that a Pilotage Authority may, by Byelaw made under Part X of that Act, do all or any of the things specified in the said section ; but that a byelaw so made shall not take effect until it is submitted to Her Majesty in Council and confirmed by Order in Council :

And whereas the Manchester Ship Canal Company, being the Pilotage Authority for the Port

of Manchester, have made and submitted for confirmation by Her Majesty certain Byelaws as set forth in the Schedule hereto annexed:

And whereas it has been made to appear to Her Majesty that the proposed Byelaws are proper and reasonable:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by "The Merchant Shipping Act, 1894," and by and with the advice of Her Privy Council, is pleased to approve of and confirm the said Byelaws as set forth in the Schedule hereto annexed.

C. L. Peel.

SCHEDULE.

BYE-LAWS.

1. The following Bye-laws shall commence and take effect on the first day of December one thousand eight hundred and ninety-five.

2. In the construction of these Bye-laws "the Company" shall mean the Manchester Ship Canal Company, the expression "the Directors" shall mean the Directors for the time being of the Manchester Ship Canal Company, and "the Canal" shall mean the Manchester Ship Canal.

3. Pilotage upon the Canal is not compulsory, but no Pilot, except qualified and licensed as hereinafter mentioned, shall be permitted to navigate, conduct, or move any vessel within the Canal, Docks, and Basins of the Company.

4. The Company may, if they deem it expedient so to do, examine any person (or persons) who shall be desirous to act as a Pilot, and every person who shall be approved of by the Company shall receive a licence in writing, signed by the Company's Secretary, stating that he is duly qualified to act as a Pilot on the Canal, and also setting forth the name, age, stature, complexion, and place of abode of the person so licensed.

5. Every licence granted by the Company shall expire on the first day of the month of September which shall first happen after the granting thereof, and for the licence which shall be granted to any person upon his first admission as a Pilot, there shall be paid to the Company the sum of £2 2s., and for the second and every subsequent licence which shall be granted to such person the sum of £1 1s.

6. Every licensed Pilot shall exhibit his licence to the Master of the vessel, and give his name and address and behave with strict sobriety and respect, and use his utmost care and diligence to conduct the vessel to her destination safely, and without damage to any vessel or other property; and he shall obey and execute all lawful orders given by the Company's Superintendents, Dockmasters, and Officials relative to the locking, towing, transporting, or removing of any vessel under his charge, and he shall not, when the signal is against him, bring or attempt to bring any vessel into any lock, dock, or basin without an order in writing from an authorized Official of the Company.

7. Every Pilot to whom a licence has been granted shall provide himself with a flag of the usual dimensions and of two colours, the upper horizontal half red and the lower horizontal half white, and on taking charge as Pilot of any vessel, and so long as he remains in charge, he shall cause his flag to be hoisted on board such vessel where it may be most conspicuously seen, and shall keep this flag continually flying until he is discharged or relieved by another Pilot.

8. Every Pilot shall, when on duty, always have with him a good watch, a tide table, a copy

of the Company's Bye-laws, his licence, and his flag.

9. Every licensed Pilot shall, before leaving any vessel piloted by him either inwards or outwards, obtain from the officer in command of such vessel a certificate of his services, and shall, upon landing, report himself to the Company's Superintendent or Official in charge at such landing, and deliver up to such Superintendent or Official every such certificate and all moneys received by him.

10. No person to whom a pilotage licence shall be granted by the Company shall add to or in any way alter such licence or make or alter any endorsement thereon, nor shall at any time lend such licence.

11. A licensed Pilot shall not, without the Company's consent, demand or receive in respect of any services any payment either in excess of, or less than the amount which he shall under any resolution or regulation of the Company for the time being in force be entitled to receive.

12. Whenever any licensed Pilot shall observe any alteration in any of the banks or the depth of water in the Canal, or that any buoys, beacons, or lights have been driven away, broken down, damaged, or are out of place, or any circumstances affecting the safety of the navigation of the Canal, he shall forthwith send correct written information thereof to the Manager of the Company.

13. Whenever any accident shall have happened to or been caused by any vessel while in charge of a licensed Pilot, such Pilot shall, immediately after leaving the vessel, report the facts of such accident, so far as he knows them, to the nearest Canal Superintendent.

14. Any licensed Pilot losing his licence shall forthwith give notice thereof to the Company's Secretary, stating the circumstances under which the licence was lost, and the Company's Secretary shall, unless he shall be satisfied that the loss has been caused by the Pilot's misconduct, cause to be issued to such Pilot a duplicate licence in a form to be approved by the Company. For a duplicate licence a licensed Pilot shall pay to the Company such a sum, not exceeding two pounds two shillings, as the Company may direct in each case.

15. All pilotage rates shall be collected by the Company, and paid to the Pilots who earn the same, less a reasonable deduction for the cost of collection. Such pilotage rates shall be as follows:—

An initial fee shall be paid for each vessel when requiring pilotage service entering or leaving the Canal, according to the net registered tonnage.

	£	s.	d.
300 tons and under	0	10	0
600 tons and under	1	0	0
1200 tons and under	1	10	0
All over 1200 tons	2	0	0

and in addition thereto a sum at the rate of one shilling per mile or portion of a mile for the distance navigated. Vessels in ballast shall pay the full initial fee, but only half of the mileage rate.

16. When pilotage service is rendered to a vessel in the Canal, but when not entering or leaving the Canal, one-half the above-named initial fee is to be charged, in addition to the mileage rate of one shilling per mile.

17. In case any licensed Pilot shall refuse to pilot any inward or outward bound vessel upon the request of the Master thereof, or in case it shall be proved to the satisfaction of the Company's Directors that any Pilot shall in any manner have failed in or neglected his duty as a

Pilot, or in any manner act-d contrary to any of these Bye-laws, or if any Pilot shall refuse to obey any summons of the Company's Directors to appear before them, or to obey any order of the Directors, the Company may recall the licence granted to such Pilot, and declare the same to be void, or may suspend the same for such time as they shall think proper.

18. Every person offending against or contravening any of the preceding Bye-laws shall, for every such offence, forfeit and pay a sum not exceeding five pounds.

19. If any person other than the Master or Mate shall pilot any vessel into, or out of, or along the Canal, Docks, or basins of the Company, without having been first duly licensed by the Company to act as a Pilot or after the expiration of his licence, and before the same shall have been renewed, he shall for every such offence be liable to a penalty of not exceeding twenty pounds.

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

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by section twenty-six of "The Pluralities Act 1838," after reciting that "Whereas in some instances tithings, hamlets, chapelries, and other places or districts may be separated from the parishes or mother churches to which they belong, with great advantage, and places altogether extra-parochial may in some instances with advantage be annexed to parishes or districts to which they are contiguous, or be constituted separate parishes for ecclesiastical purposes," it is, amongst other things, enacted "That when with respect to his own diocese it shall appear to the Archbishop of the Province, or when the Bishop of any diocese shall represent to the said Archbishop that any such tithing, hamlet, chapelry, place or district within the diocese of such Archbishop, or the diocese of such Bishop, as the case may be, may be advantageously separated from any parish or mother church, and either be constituted a separate benefice by itself or be united to any other parish to which it may be more conveniently annexed, or to any other adjoining tithing, hamlet, chapelry, place, or district, parochial or extra-parochial so as to form a separate parish or benefice, or that any extra-parochial place may with advantage be annexed to any parish to which it is contiguous, or be constituted a separate parish for ecclesiastical purposes; and the said Archbishop or Bishop shall draw up a scheme in writing (the scheme of such Bishop to be transmitted to the said Archbishop for his consideration), describing the mode in which it appears to him that the alteration may best be effected, and how the changes consequent on such alteration in respect to ecclesiastical jurisdiction, glebe lands, tithes, rent-charges, and other ecclesiastical dues, rates, and payments, and in respect to patronage and rights to pews, may be made with justice to all parties interested; and if the patron or patrons of the benefice or benefices to be affected by such alteration shall consent in writing under his or their hands to such scheme, or to such modification thereof as the said Archbishop may approve, and the said Archbishop shall, on full consideration and inquiry, be satisfied with any such scheme, or modification thereof, and shall certify the same and such consent as aforesaid, by his report to Her Majesty in Council, it

"shall be lawful for Her Majesty in Council to make an Order for carrying such scheme, or modification thereof, as the case may be, into effect."

And whereas the Right Reverend John Lord Bishop of Hereford hath pursuant to the enactment aforesaid represented in a writing dated the twenty-fifth day of September one thousand eight hundred and ninety-five to the Right Honourable and Most Reverend Edward White Lord Archbishop of Canterbury as follows:—

"We John Lord Bishop of Hereford represent to your Grace that there are in the county of Salop and our diocese of Hereford the rectory and parish of Chetton with the rectories of Glazeley and Deuxhill and the chapelry of Loughton annexed and the rectory and parish of Wheathill.

"That the population of the parish of Chetton with Glazeley and Deuxhill consists of about five hundred and seventy-nine persons and the nett annual income of the said rectory of Chetton with Glazeley and Deuxhill is about four hundred and forty-eight pounds.

"That the population of the chapelry of Loughton consists of about eighty-four persons and the nett annual income of the said chapelry is about fifty-eight pounds.

"That the population of the parish of Wheathill consists of about one hundred and seven persons and the nett annual income of the said rectory of Wheathill is about two hundred and fifty pounds.

"That the distance from the parish church of Chetton to the chapel of Loughton is about nine miles.

"That the distance from the parish church of Wheathill to the said chapel of Loughton is about half a mile.

"The patronage of the said rectory of Chetton with Glazeley Deuxhill and Loughton belongs to Thomas Martin Southwell of the Friars Bridgnorth in the county of Salop Esquire and the patronage of the said rectory of Wheathill belongs to the Reverend Henry Charles Dereham Roberts Rector of Wheathill aforesaid.

"That the Reverend Henry Kemble Southwell M.A. is the present Rector of the said parish of Chetton with Glazeley Deuxhill and Loughton.

"That the Reverend Henry Charles Dereham Roberts is the present Rector of the said rectory of Wheathill.

"That it appears to us that the said chapelry of Loughton may be advantageously separated from the rectory and parish of Chetton with Glazeley and Deuxhill and be united for ecclesiastical purposes to the said parish of Wheathill.

"That pursuant to the directions contained in the twenty-sixth section of the Act one and two Victoria chapter one hundred and six we have prepared the following scheme which together with the consents thereto of the patron and incumbent of the said benefice of Chetton with Glazeley Deuxhill and Loughton and the patron and incumbent of the said benefice of Wheathill we do submit to your Grace to the intent that your Grace may if on full consideration and inquiry you shall be satisfied with such scheme certify the same and such consents by your report to Her Majesty in Council."

And whereas the said scheme drawn up by the said Bishop and the consents referred to in the said representation are as follows:—

"That the chapelry of Loughton shall be separated from the parish of Chetton with Glazeley and Deuxhill and annexed to the parish of Wheathill.

"That the Incumbent of Wheathill shall have

exclusive cure of souls within the said chapelry of Loughton and all fees and other ecclesiastical dues and payments for churchings marriages burials and other ecclesiastical offices solemnized and performed within the said chapelry of Loughton shall belong to the Incumbent of Wheathill.

"That all and singular the tithe rentcharge or other payments in lieu of tithes arising or which shall from time to time arise or become payable for or in respect of the lands and hereditaments in the said chapelry of Loughton and all other fees and payments shall be payable to the Incumbent of Wheathill.

"CONSENTS.

"I Thomas Martin Southwell of the Friars Bridgnorth in the county of Salop Esquire being the patron or person entitled to present to the said rectory of Chetton with Glazeley Deuxhill and Loughton if the same were now vacant. And I the Reverend Henry Kemble Southwell Rector of the said rectory of Chetton with Glazeley Deuxhill and Loughton. And I the Reverend Henry Charles Dereham Roberts of Wheathill aforesaid being the patron or person entitled to present to the said rectory of Wheathill if the same were now vacant and also Rector of the said rectory of Wheathill do hereby consent to the foregoing scheme and to every matter and thing therein proposed and set forth.

"Dated this fifth day of September one thousand eight hundred and ninety five.

"T. Martin Southwell.

"H. Kemble Southwell.

"H. C. D. Roberts."

And whereas the said scheme hath been transmitted by the said Bishop to the said Archbishop for his consideration.

And whereas the said Archbishop, being satisfied with the said scheme, hath certified the same and the consents aforesaid to Her Majesty in Council by his report dated the ninth day of October one thousand eight hundred and ninety-five which said report is as follows:—

"We the undersigned Edward White Archbishop of the Province of Canterbury do hereby report to Your Majesty in Council:

"That the Right Reverend John Lord Bishop of Hereford has represented unto us (amongst other things)

"That there is in the county of Salop and his diocese of Hereford the rectory and parish church of Chetton with the rectories of Glazeley and Deuxhill and the chapelry of Loughton annexed.

"That there is also in the said county and diocese the rectory and parish church of Wheathill.

"That it appears to the said Lord Bishop that under the provisions of the Pluralities Act 1838, and of the Act two and three Victoria chapter forty-nine, the said chapelry of Loughton may be advantageously separated from the said parish of Chetton with Glazeley and Deuxhill and be annexed to the said parish of Wheathill for ecclesiastical purposes only.

"That pursuant to the direction contained in the said Pluralities Act 1838, the said Lord Bishop has drawn up a scheme in writing describing the mode in which it appears to him the proposed alteration may best be effected and how the changes consequent upon such alteration in respect to ecclesiastical jurisdiction glebe lands tithes tithe rent-charges and other ecclesiastical dues rates and payments and in respect to patronage and rights to pews may be made with justice to all parties interested which scheme together with the consents thereto in writing of

Thomas Martin Southwell of the Friars Bridgnorth in the county of Salop Esquire the patron of the said rectory of Chetton with Glazeley and Deuxhill and the chapelry of Loughton the Reverend Henry Temple Southwell as Incumbent of the said rectories and chapelry and of the Reverend Henry Charles Dereham Roberts as Patron and Rector of the said rectory of Wheathill have been transmitted by the said Lord Bishop to us for our consideration.

"The representation and scheme of the said Lord Bishop and the consents before referred to are hereunto annexed.

"And we the said Archbishop being on full consideration and enquiry satisfied with the said scheme do hereby pursuant to the said Pluralities Act 1838, certify the same and such consents as aforesaid to Your Majesty in Council to the intent that Your Majesty in Council may in case Your Majesty in Council shall think fit so to do make and issue an Order for carrying the said scheme into effect."

Now therefore Her Majesty in Council by and with the advice of Her said Council is pleased to order as it is hereby ordered that the said scheme be carried into effect. C. L. Peel.

India Office, November 20, 1895.

THE Queen has been graciously pleased to confer the decoration of the Imperial Order of the Crown of India on—

Maud Caroline, wife of the Right Honourable Lord George Hamilton, Her Majesty's Secretary of State for India.

Whitehall, November 25, 1895.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, for presenting the Reverend Charles Carthew Wakefield, B.A., to the Rectory of Pulham St. Mary the Virgin, in the county of Norfolk and diocese of Norwich, void by the resignation of the Reverend William Henry Cleaver, M.A., the last Incumbent.

Whitehall, November 25, 1895.

THE Queen has been pleased to appoint the Right Honourable Sir Matthew White Ridley, Bart., being one of Her Majesty's Principal Secretaries of State, to be an Ecclesiastical Commissioner for England.

India Office, November 22, 1895.

THE Queen has been pleased to appoint John Woodburn, Esq., C.S.I., a Member of the Civil Service of India, to be an Ordinary Member of the Council of the Governor-General of India, in the place of Sir Alexander Mackenzie, K.C.S.I., who has been appointed Lieutenant-Governor of Bengal.

*Education Department, Whitehall,
November 22, 1895.*

ELEMENTARY EDUCATION ACTS,
1870-1893.

THE Lords of the Committee of the Privy Council on Education have issued orders this day, under the Local Government Acts, 1888 and 1894, for the election of School Boards in the undermentioned Parishes:—

Hardingstone ...	Northampton
Far Cotton ...	Northampton.

(H. 9134.)

*Board of Trade (Harbour Department),
London, November 22, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 21st November, 1895, from Her Majesty's Representative at Lisbon, stating that Ceará is declared infected with yellow fever and all other ports of the Province are suspected.

(H. 9186.)

*Board of Trade (Harbour Department),
London, November 25, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 23rd November, 1895, from Her Majesty's Representative at Madrid, stating that St. Petersburg is declared foul.

(H. 9187.)

*Board of Trade (Harbour Department),
London, November 25, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated 21st November, 1895, from Her Majesty's Representative at Copenhagen, stating that the Government of the Danish Antilles has imposed five days' quarantine on arrivals at St. Thomas from Cuba, in consequence of the appearance of yellow fever.

(H. 9188.)

*Board of Trade (Harbour Department),
London, November 25, 1895.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated 23rd November, 1895, from Her Majesty's Representative at Lisbon, stating that the Sandwich Islands are declared free from cholera from the 10th instant.

Admiralty, 21st November, 1895.

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

Walton Cornelius Grinnell Ruxton.
Hubert Searle Cardale.

Dated 14th August, 1894.

Admiralty, 22nd November, 1895.

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

Fleet Engineer James Daniel Chater has been placed on the Retired List of his rank. Dated 15th November, 1895.

Royal Marine Light Infantry.

Captain Robert FitzGerald Percy to be Staff Officer at the Royal Marine Depot, vice McCausland. Dated 15th October, 1895.

Captain Cyril Field is seconded for service as an Adjutant of Volunteers. Dated 4th November, 1895.

Admiralty, 23rd November, 1895.

THE undermentioned Engineers have been promoted to the rank of Chief Engineer in Her Majesty's Fleet:—

James Ryan. Dated 19th September, 1895.

James Barber (b). Dated 1st October, 1895.

William James Black. Dated 10th October, 1895.

Walter John Graham. Dated 12th October, 1895.

Frederick Philip Smith. Dated 1st November, 1895.

Admiralty, 25th November, 1895.

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

Commander Horace Harry Barnard has been placed on the Retired List, with permission to assume the rank of Captain. Dated 20th November, 1895.

*War Office, Pall Mall,**26th November, 1895.*

The Durham Light Infantry, General Lord Clarina, C.B., to be Colonel, vice Major-General and Honorary Lieutenant-General Sir W. A. Fyers, K.C.B., deceased. Dated 11th November, 1895.

2nd Life Guards, Lieutenant Richard T. Ellison to be Captain vice A. F. H. Ferguson, seconded. Dated 11th October, 1895.

The promotion to the rank of Lieutenant of Second Lieutenant Sir E. P. Stracey, Bart., is ante-dated to 11th October, 1895, vice R. T. Ellison. Second Lieutenant the Honourable Osbert C. Molyneux to be Lieutenant, to complete establishment. Dated 11th October, 1895.

Royal Horse Guards, Orderly Room Quartermaster Corporal Major William Stubbs to be Quartermaster, with the honorary rank of Lieutenant, vice Honorary Captain W. Drake, deceased. Dated 27th November, 1895.

1st Dragoon Guards, Captain Steuart B. Smith is seconded for service as an Adjutant of Yeomanry. Dated 15th November, 1895.

2nd Dragoon Guards, Major Joseph A. Lambert to be Lieutenant-Colonel, vice C. E. Beckett, transferred to 3rd Hussars. Dated 20th November, 1895.

Second Lieutenant F. G. Davey to be Lieutenant, vice H. W. Wilberforce, seconded. Dated 19th October, 1895.

2nd Dragoons, Captain C. W. M. Feilden is seconded for service on the Staff. Dated 1st November, 1895.

4th Hussars, The undermentioned Second Lieutenants to be Lieutenants, to complete establishment. Dated 27th November, 1895:—
H. G. Watkin.
H. J. F. Newbould.
E. R. Clutterbuck.

8th Hussars, The undermentioned Second Lieutenants to be Lieutenants, to complete establishment. Dated 27th November, 1895:—
W. B. C. Burdon.
E. A. S. O'Brien.

17th Lancers, Second Lieutenant H. M. Shaw Stewart to be Lieutenant, vice N. T. Nickalls, promoted. Dated 13th November, 1895.

Grenadier Guards, Captain and Brevet Major the Honourable John T. St. Aubyn to be Major, vice Lieutenant-Colonel and Colonel V. Hatton, promoted. Dated 28th October, 1895. Lieutenant B. C. Vernon-Wentworth to be Captain, vice Brevet Major the Honourable J. T. St. Aubyn. Dated 28th October, 1895.

Coldstream Guards, Captain Sir H. S. Rawlinson, Bart., is seconded for service on the Staff. Dated 19th November, 1895.

LINE BATTALIONS.

The East Yorkshire Regiment, Lieutenant Beauchamp St. C. St. Clair-Ford to be Captain, in succession to Major B. M. Hamilton, who holds a Staff appointment. Dated 16th October, 1895.

The undermentioned Second Lieutenants to be Lieutenants :—

A. P. C. H. Wade, vice B. St. C. St. Clair-Ford. Dated 16th October, 1895.

F. H. Lock, vice H. Alderson-Smith, deceased. Dated 18th October, 1895.

The Leicestershire Regiment, Captain Harry M. Welstead to be Adjutant, vice Captain G. G. Tarry, who has completed his period of service in that appointment. Dated 25th November, 1895.

The King's Own Scottish Borderers, Captain Harold J. C. Stanton is seconded for service as an Adjutant of Volunteers. Dated 11th November, 1895.

The Camerons (Scottish Rifles), Captain H. Lysons, V.C., is seconded for service on the Staff. Dated 15th November, 1895.

Gentleman Cadet John Woodburne Osborne, from the Royal Military College, Kingston, Canada, to be Second Lieutenant, in succession to Lieutenant F. Murray, appointed Adjutant. Dated 27th November, 1895.

The Duke of Wellington's (West Riding Regiment) Captain Edgar G. Harrison is seconded for service under Article 77h, Royal Warrant 6th July, 1895. Dated 11th September, 1895.

The Hampshire Regiment, Major Charles W. Knox retires from the Service receiving a gratuity. Dated 27th November, 1895.

Captain Howard W. Smith to be Major, vice C. W. Knox. Dated 27th November, 1895.

The Essex Regiment, Lieutenant Robert F. Walters to be Captain, vice Nevill A. C. De H. Tufnell, seconded. Dated 23rd October, 1895.

The Duke of Cambridge's Own (Middlesex Regiment), Lieutenant Charles L. Muriel, Adjutant, to be Captain, to complete establishment. Dated 7th October, 1895.

Second Lieutenant C. S. Collison to be Lieutenant, vice C. L. Muriel, appointed Adjutant. Dated 7th October, 1895.

The Manchester Regiment, The undermentioned Second Lieutenants to be Lieutenants. Dated 31st July, 1895 :—

E. G. Bromhead, Probationer Indian Staff Corps, vice A. O. Lash, seconded.

H. M. W. Souter, to complete establishment.

Sergeant James Arthur Willington, from the Prince of Wales's Own (West Yorkshire Regiment), to be Second Lieutenant, vice H. M. W. Souter. Dated 27th November, 1895.

Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), Supernumerary Captain Granville G. A. Egerton to be Captain, vice H. F. N. Hopkins, appointed Adjutant 4th Battalion the Cheshire Regiment. Dated 1st November, 1895.

Second Lieutenant C. B. Chamley to be Lieutenant, vice C. J. Ramsden, appointed Adjutant. Dated 1st November, 1895.

The Gordon Highlanders, Captain Alexander P. Murray retires from the Service receiving a gratuity. Dated 27th November, 1895.

The Queen's Own Cameron Highlanders, Captain Granville E. Forbes retires from the Service receiving a gratuity, with permission to retain his rank and wear the prescribed uniform. Dated 27th November, 1895.

The Royal Irish Rifles, Lieutenant Henry F. R. Despard to be Captain, in succession to Major E. Allen, Adjutant 3rd Battalion. Dated 2nd September, 1895.

Second Lieutenant E. C. Bradford to be Lieutenant, vice H. F. R. Despard. Dated 2nd September, 1895.

The Royal Dublin Fusiliers, Second Lieutenant Arthur E. Brown to be Lieutenant, vice A. J. Godley, promoted. Dated 6th November, 1895.

The Rifle Brigade (the Prince Consort's Own), Lieutenant Richard Tryon resigns his Commission. Dated 27th November, 1895.

The West India Regiment, Second Lieutenant F. E. Yeld to be Lieutenant, vice W. K. Falcon, appointed Adjutant. Dated 2nd November, 1895.

Staff, Captain R. A. K. Montgomery, Royal Artillery, to be a Staff Captain for Royal Artillery, vice Captain A. R. Stuart, Royal Artillery, whose period of service in that appointment has expired. Dated 16th November, 1895.

Captain A. J. B. St. Leger, the King's Royal Rifle Corps, to be Aide-de-Camp to His Excellency Lieutenant-Colonel G. Smith, Governor and Commander-in-Chief of Western Australia. Dated 16th November, 1895.

Lieutenant A. O'C. Scott, Royal Artillery, to be Aide-de-Camp to His Excellency Sir G. T. Carter, K.C.M.G., Governor and Commander-in-Chief of Lagos. Dated 6th November, 1895.

Lieutenant M. J. P. Corbally, 5th Battalion the Royal Dublin Fusiliers, to be Aide-de-Camp to His Excellency Sir C. A. Moloney, K.C.M.G., Governor and Commander-in-Chief of British Honduras. Dated 2nd November, 1895.

Army Chaplains' Department, The Reverend W. H. Milner, Chaplain to the Forces Second Class, to be Chaplain to the Forces First Class. Dated 27th November, 1895.

Army Medical Staff, Surgeon-Lieutenant-Colonel Mathew D. O'Connell, M.D., to be Brigade-Surgeon-Lieutenant-Colonel, vice C. White, retired. Dated 7th November, 1895.

Ordnance Store Department, Conductor C. G. Spedding, Ordnance Store Corps, to be Quartermaster, with the honorary rank of Lieutenant, on augmentation. Dated 13th November, 1895.

BREVET.

The undermentioned Lieutenant-Colonels to be Colonels :—

John Ford Bally, Chief Instructor (Garrison) School of Gunnery. Dated 12th October, 1895.

George Clement Wynne, Royal Artillery. Dated 29th October, 1895.

Edward Thomas Browell, Royal Artillery. Dated 1st November, 1895.

Caledon P. Egerton, the Dorsetshire Regiment. Dated 19th November, 1895.

Charles E. Swaine, 11th Hussars. Dated 19th November, 1895.

MEMORANDA.

Colonel Alexander A. A. Kinloch, C.B., on completion of his period of service as a Brigadier-General in India, is placed on half-pay. Dated 11th October, 1895.

Lieutenant-Colonel Harry Cooper, on completion of his period of service as Deputy-Assistant Adjutant-General, Dublin District, is placed on half-pay. Dated 21st November, 1895.

Lieutenant-Colonel Charles W. Darwin, half-pay, retires on retired pay. Dated 27th November, 1895.

Captain T. P. B. Ternan, D.S.O., the Manchester Regiment, is granted the local rank of Major in Uganda whilst in command of the Soudanese Troops in that country. Dated 27th November, 1895.

Surgeon-Major and Honorary Deputy Inspector-General Richard Domenichetti, M.D., retired late Army Medical Department, to be Honorary Physician to the Queen, vice Surgeon-General J. Irvine, M.D., retired pay late Medical Staff, deceased. Dated 27th November, 1895.

Surgeon-Major-General Charles Dodgson Madden, retired pay late Medical Staff, to be Honorary Surgeon to the Queen, vice Director-General Sir T. Crawford, M.D., F.R.C.S.I., K.C.B.; retired pay late Medical Staff, deceased. Dated 27th November, 1895.

Surgeon-General Herbert Taylor Reade, V.C., C.B., retired pay late Medical Staff, to be Honorary Surgeon to the Queen, vice Surgeon-General Sir Thomas Longmore, Knt., F.R.C.S. Eng., C.B., retired late Army Medical Department, deceased. Dated 27th November, 1895.

INDIAN STAFF CORPS.

Colonel Charles Richard Matthews is transferred to the Unemployed Supernumerary List. Dated 11th November, 1895.

War Office, 26th November, 1895.

MILITIA.

ROYAL ARTILLERY.

The Limerick City Artillery (Southern Division), The undermentioned Second Lieutenants to be Lieutenants:—

R. E. Harman. Dated 27th November, 1895.

B. Roche-Kelly. Dated 27th November, 1895.

The Londonderry Artillery (Southern Division), Second Lieutenant S. Smith to be Lieutenant. Dated 27th November, 1895.

The Cardigan Artillery (Western Division), Captain J. B. Taunton is granted the honorary rank of Major. Dated 27th November, 1895.

ENGINEER.

Submarine Miners.

ROYAL ENGINEERS.

The Thames Division, Lieutenant and Instructor of Musketry L. N. Blackwell is seconded for service with the Lagos Constabulary. Dated 27th November, 1895.

INFANTRY.

3rd and 4th Battalions, the King's Own (Royal Lancaster Regiment), Lieutenant-Colonel R. J. Aspinall is granted the honorary rank of Colonel. Dated 27th November, 1895.

3rd and 4th Battalions, the King's (Liverpool Regiment), Lieutenant S. D. Norris to be Captain. Dated 27th November, 1895.

4th Battalion, the Lincolnshire Regiment, Avery Gladwyn Jebb, Gent., to be Second Lieutenant. Dated 27th November, 1895.

3rd Battalion, the East Yorkshire Regiment, Supernumerary Lieutenant E. N. Buchanan-Boyd to be Captain, and to remain seconded. Dated 27th November, 1895.

3rd Battalion, the Princess of Wales's Own (Yorkshire Regiment), The undermentioned Gentlemen to be Second Lieutenants:—

Guy Payan Dawnay. Dated 27th November, 1895.

Arthur Lowthian Godman. Dated 27th November, 1895.

4th Battalion, the Royal Welsh Fusiliers, Cyril Charlie Hamilton Potter, Gent., to be Second Lieutenant. Dated 27th November, 1895.

3rd Battalion, the South Wales Borderers, Thomas Cattell Greenway, Gent., to be Second Lieutenant. Dated 27th November, 1895.

3rd Battalion, the Gloucestershire Regiment, The transfer of Lieutenant W. A. Fuller, from the 4th Battalion, as Second Lieutenant, which was gazetted on the 12th November, 1895, should have been dated 5th November, 1895.

3rd Battalion, the Hampshire Regiment, Captain Sir R. N. Rycroft, Bart., resigns his Commission. Dated 27th November, 1895.

4th Battalion, the Essex Regiment, Altham Browning Wilmer, Gent., to be Second Lieutenant. Dated 27th November, 1895.

4th Battalion, the Sherwood Foresters (Derbyshire Regiment), Arthur Blake, Gent., to be Second Lieutenant. Dated 27th November, 1895.

3rd and 4th Battalions, the Highland Light Infantry, Lieutenant A. R. Chancellor is seconded whilst employed with the Barbados Police. Dated 27th November, 1895.

4th Battalion, the Royal Irish Rifles, Reginald Heaton Locke Cutbill, Gent., to be Second Lieutenant. Dated 27th November, 1895.

6th Battalion, the Royal Irish Rifles, Captain M. C. E. Fortescue to be Major. Dated 27th November, 1895.

7th Battalion, the Rifle Brigade (the Prince Consort's Own), Lieutenant E. A. A. de Salis is appointed Instructor of Musketry to the Battalion. Dated 27th November, 1895.

YEOMANRY CAVALRY.

Derbyshire, Captain H. C. Holland is made Supernumerary whilst holding the appointment of Assistant-Adjutant to the 6th Yeomanry Brigade. Dated 13th November, 1895.

Royal North Devon (Hussars), Captain W. N. Hoare is made Supernumerary whilst holding the appointment of Assistant Adjutant to the Devon Yeomanry Brigade. Dated 13th November, 1895.

Lieutenant J. Bayly to be Captain. Dated 27th November, 1895.

Leicestershire ("Prince Albert's Own"), Supernumerary Captain H. G. Clough-Taylor to be Captain on resigning his appointment as Assistant-Adjutant to the 6th Yeomanry Brigade. Dated 13th November, 1895.

Yorkshire Hussars (Princess of Wales's Own), Captain and Honorary Major the Right Honourable, Lord Wenlock, G.C.I.E., resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Regiment on his retirement. Dated 27th November, 1895.

Yorkshire Dragoons, Charles Harcourt Gam Wood, Esq., late Captain 15th Hussars, to be Captain. Dated 27th November, 1895.

VOLUNTEER CORPS.

ARTILLERY.

1st Norfolk (Eastern Division, Royal Artillery), Lieutenant J. I. Williams is superseded for absence without leave. Dated 27th November, 1895.

1st Kent (Eastern Division, Royal Artillery), Lieutenant C. L. Watson Smith to be Captain. Dated 27th November, 1895.

2nd Kent, The Reverend A. V. Baillie, M.A., to be Acting Chaplain. Dated 27th November, 1895.

3rd Middlesex, Lieutenant R. A. Lubbock resigns his Commission. Dated 27th November, 1895.

1st Hampshire (Southern Division, Royal Artillery), The undermentioned Lieutenants to be Captains:—

P. W. Hooley. Dated 27th November, 1895.

C. A. Emanuel. Dated 27th November, 1895.

Second Lieutenant W. H. H. M. Gipps to be Lieutenant. Dated 27th November, 1895.

John Henry Blizard, Gent., to be Second Lieutenant. Dated 27th November, 1895.

5th Lancashire, Thomas William Butcher, M.B., to be Surgeon-Lieutenant. Dated 27th November, 1895.

1st Dorsetshire (Southern Division, Royal Artillery), Captain G. P. Symes to be Major. Dated 27th November, 1895.

1st Lanarkshire, Captain R. Thomson is granted the honorary rank of Major. Dated 27th November, 1895.

1st Ayrshire and Galloway, Captain R. McConchie jun., is granted the honorary rank of Major. Dated 27th November, 1895.

1st Berwickshire, David Hume, Gent., to be Second Lieutenant. Dated 27th November, 1895.

1st Orkney, Captain A. Buchanan resigns his Commission. Dated 27th November, 1895.

1st Northumberland (Western Division, Royal Artillery), Lieutenant R. H. Muir, from the 1st Renfrew and Dumbarton Volunteer Artillery to be Lieutenant. Dated 27th November, 1895.

2nd Glamorganshire, Charles Redwood Vachell Wallace, Gent., to be Second Lieutenant. Dated 27th November, 1895.

4th Durham (Western Division, Royal Artillery), Harry Harte Gourley, M.B., to be Surgeon-Lieutenant. Dated 27th November, 1895.

ENGINEER.

Fortress and Railway Forces.

ROYAL ENGINEERS.

2nd Gloucestershire (the Bristol), General Sir R. Harrison, K.C.B., C.M.G., Royal Engineers, is appointed to the Honorary Colonelcy of the Corps. Dated 27th November, 1895.

1st Middlesex, Surgeon-Lieutenant-Colonel M. Baines, M.D., resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1895.

2nd Tower Hamlets ("East London"), Lieutenant F. N. Baker, from the 2nd Gloucestershire (the Bristol) Volunteer Engineers, to be Lieutenant. Dated 27th November, 1895.

RIFLE.

8th Volunteer Battalion, the Royal Scots (Lothian Regiment), Lieutenant R. Goldie to be Captain. Dated 27th November, 1895.

4th Volunteer Battalion, the Queen's (Royal West Surrey Regiment), The undermentioned Second Lieutenants to be Lieutenants:—

J. C. Shoobert. Dated 27th November, 1895.

W. H. Shoobert. Dated 27th November, 1895.

1st Volunteer Battalion, the King's (Liverpool Regiment), Captain and Honorary Major J. A. Sherwood resigns his Commission; also is permitted to retain his rank and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.

5th (Irish) Volunteer Battalion, the King's (Liverpool Regiment); Surgeon-Captain D. E. Flinn to be Surgeon-Major. Dated 27th November, 1895.

4th Volunteer Battalion, the Norfolk Regiment, Lieutenant-Colonel C. W. J. Unthank resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.

Major and Honorary Lieutenant-Colonel H. T. S. Patteson to be Lieutenant-Colonel. Dated 27th November, 1895.

1st (Exeter and South Devon) Volunteer Battalion, the Devonshire Regiment, Lieutenant S. Blofeld resigns his Commission. Dated 27th November, 1895.

1st Volunteer Battalion, the Suffolk Regiment, Major and Honorary Lieutenant-Colonel H. W. Packard to be Lieutenant-Colonel. Dated 27th November, 1895.

4th (Cambridge University) Volunteer Battalion, the Suffolk Regiment, The undermentioned Gentlemen to be Second Lieutenants:—

Claude Douglas Hamilton Moore. Dated 27th November, 1895.

Eugene Edward Carey. Dated 27th November, 1895.

William Henry Clayton Greene, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1895.

3rd Volunteer Battalion, the Prince of Wales's Own (West Yorkshire Regiment), Captain J. W. Stead is granted the honorary rank of Major. Dated 27th November, 1895.

2nd (Hertfordshire) Volunteer Battalion, the Bedfordshire Regiment, Captain Richard Mildmay Foot, Royal Inniskilling Fusiliers, to be Adjutant, vice Captain W. H. Kennedy, King's Royal Rifle Corps, whose period of service expires. Dated 29th November, 1895.

2nd Volunteer Battalion, the Royal Scots Fusiliers, Lieutenant-Colonel and Honorary Colonel D. D. Whigham resigns the command, and is appointed to the Honorary Colonelcy of the Battalion. Dated 27th November, 1895.

Second Lieutenant J. Douglas to be Lieutenant. Dated 27th November, 1895.

2nd Volunteer Battalion, the Royal Welsh Fusiliers, Second Lieutenant J. B. Feilding to be Captain. Dated 27th November, 1895.

1st (Brecknockshire) Volunteer Battalion, the South Wales Borderers, Captain and Honorary Major H. O. A. Maybery resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.

3rd (Dumfries) Volunteer Battalion, the King's Own Scottish Borderers, Lieutenant J. Coltart resigns his Commission. Dated 27th November, 1895.

John Young, Gent., to be Second Lieutenant. Dated 27th November, 1895.

- 1st Lanarkshire**, Captain and Honorary Major W. R. Scott resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Cameronians (Scottish Rifles)**, Lieutenant J. Cochrane to be Captain. Dated 27th November, 1895.
- 1st (City of Bristol) Volunteer Battalion, the Gloucestershire Regiment**, Lieutenant C. S. Baker resigns his Commission. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Gloucestershire Regiment**, The undermentioned Officers resign their Commissions:—
 Captain W. J. Thorpe. Dated 27th November, 1895.
 Lieutenant H. R. Hooper. Dated 27th November, 1895.
- 1st Volunteer Battalion, the Worcestershire Regiment**, Major E. V. V. Wheeler to be Lieutenant-Colonel. Dated 27th November, 1895.
 Captain C. K. Harrison to be Major. Dated 27th November, 1895.
 Lieutenant R. M. Danks to be Captain. Dated 27th November, 1895.
 Percy Giles Holder, Gent., to be Second Lieutenant. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the East Lancashire Regiment**, Lieutenant-Colonel and Honorary Colonel James Dugdale, retired, and formerly commanding, is appointed to the Honorary Colonelcy of the Battalion. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the East Surrey Regiment**, Lieutenant and Instructor of Musketry A. W. L. Hanbury to be Captain. Dated 27th November, 1895.
 Second Lieutenant C. J. Dixey to be Lieutenant. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Duke of Wellington's (West Riding Regiment)**, Captain and Honorary Major H. Watkinson resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.
 Lieutenant J. A. Freeman resigns his Commission. Dated 27th November, 1895.
 Surgeon-Lieutenant-Colonel J. E. Foster resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.
- 2nd (Westmoreland) Volunteer Battalion, the Border Regiment**, Lieutenant J. Bell, jun., to be Captain. Dated 27th November, 1895.
- 1st Cinque Ports**, The undermentioned Lieutenants resign their Commissions:—
 H. Hartley. Dated 27th November, 1895.
 A. E. R. Brett. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Hampshire Regiment**, Acting Chaplain the Reverend B. G. Hoskyns, M.A., resigns his appointment. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Welsh Regiment**, Colonel A. P. Vivian, C.B., formerly commanding, is appointed to the Honorary Colonelcy of the Battalion. Dated 27th November, 1895.
- 3rd Glamorgan**, The undermentioned Captains to be Majors:—
 W. D. Rees. Dated 27th November, 1895.
 T. W. Jones. Dated 27th November, 1895.
 The undermentioned Lieutenants to be Captains:—
 G. S. Fitt. Dated 27th November, 1895.
 J. S. Pike. Dated 27th November, 1895.
 Second Lieutenant G. H. White to be Lieutenant. Dated 27th November, 1895.
- 3rd (Dundee Highland) Volunteer Battalion, the Black Watch (Royal Highlanders)**, D. S. W., Earl of Airlie, Major 10th Hussars, is appointed to the Honorary Colonelcy of the Battalion. Dated 27th November, 1895.
 Quartermaster and Honorary Captain W. Anderson resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.
- 4th (Eton College) Volunteer Battalion, the Oxfordshire Light Infantry**, The undermentioned Officers resign their Commissions:—
 Lieutenant H. Brinton. Dated 27th November, 1895.
 Second Lieutenant J. J. J. de Knoop. Dated 27th November, 1895.
 Second Lieutenant H. C. Johnson. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Loyal North Lancashire Regiment**, Lieutenant A. W. Cross resigns his Commission. Dated 27th November, 1895.
- 2nd Volunteer Battalion, the Queen's Own (Royal West Kent Regiment)**, Lieutenant-Colonel F. W. Frigout is granted the honorary rank of Colonel. Dated 27th November, 1895.
 Captain and Honorary Major J. B. Horton to be Major. Dated 27th November, 1895.
 Lieutenant T. L. de Havilland to be Captain. Dated 27th November, 1895.
- 1st Volunteer Battalion, the King's Own (Yorkshire Light Infantry)**, Captain and Honorary Major C. Fox resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 27th November, 1895.
- 17th (North) Middlesex**, Supernumerary Captain H. W. S. Brown is seconded whilst holding the appointment of Aide-de-Camp to Major-General Trotter, commanding the West London Volunteer Infantry Brigade. Dated 27th November, 1895.
 Lieutenant J. G. Stevens to be Captain, vice Brown, seconded. Dated 27th November, 1895.
- 2nd (South) Middlesex**, Captain W. B. Hards resigns his Commission. Dated 27th November, 1895.
- 9th Middlesex**, Charles Arthur Tregelles Hill, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1895.
- 12th Middlesex (Civil Service)**, Captain the Honourable D. W. G. Keppel is granted the honorary rank of Major. Dated 27th November, 1895.
- 1st London (City of London Rifle Volunteer Brigade)**, Quartermaster (Honorary Major) W. R. Baggallay resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1895.
- 1st Volunteer Battalion, the Manchester Regiment**, Arthur Ellis, Gent., to be Second Lieutenant. Dated 27th November, 1895.

1st (*Invernesshire Highland*) Volunteer Battalion, the Queen's Own Cameron Highlanders, Edward Grant Fraser-Tyfler, Gent., to be Second Lieutenant. Dated 27th November, 1895.

3rd (*Renfrewshire*) Volunteer Battalion, Princess Louise's (*Argyll and Sutherland Highlanders*), Surgeon-Lieutenant J. Mason to be Surgeon-Captain. Dated 27th November, 1895.

1st *Dumbartonshire*, Captain and Honorary Major J. Main to be Major. Dated 27th November, 1895.

Lieutenant R. G. Whitelaw to be Captain. Dated 27th November, 1895.

7th (*Clackmannan and Kinross*) Volunteer Battalion, Princess Louise's (*Argyll and Sutherland Highlanders*), Lieutenant and Instructor of Musketry R. Burns-Begg resigns his Commission. Dated 27th November, 1895.

24th *Middlesex*, Lewis Gellie Hamilton, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1895.

26th *Middlesex* (*Cyclist*), The undermentioned Gentlemen to be Second Lieutenants:—

Harry John Swindley. Dated 27th November, 1895.

Charles Francis Peyton Baly. Dated 27th November, 1895.

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

William Arbuthnot, Esq., to be Deputy Lieutenant. Dated 31st August, 1895.

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

Colonel William Alexander Hill to be Deputy Lieutenant. Dated 18th November, 1895.

Civil Service Commission, November 26, 1895.

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for situations as Male Telegraph Learner in London in the Department of the Postmaster-General will be held in London, on the 28th January, 1896, under the Regulations dated 13th August, 1895, and published in the London Gazette of the same date.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 10th January, 1896, 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 26, 1895.

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for not fewer than eight situations as Male Telegraph Learner in the General Post Office, Dublin, will be held in Dublin, on the 28th January, 1896, under the Regulations dated 13th August, 1895, and published in the London Gazette of the same date.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 10th January, 1896, 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 26, 1895.

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

November 21, 1895.

AFTER OPEN COMPETITION.

Colonial Office: *Eastern Cadets for Service in Ceylon*, Frank Bartlett, Paulus Edward Pieris.

Ecclesiastical Commission: *Junior Clerk*, John Sandison.

Post Office: *Female Sorter, London*, Jessie Clara Brown.

Sorters, London, Bernard Patrick McCaffrey, Edwin Frederick Rolls.

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

Boy Clerks, John Stafford Burns, George Shilton Minchin.

WITHOUT COMPETITION.

Prisons Department, England: Assistant Matron, Eva Sandø Searl.

Prisons Service, Ireland: Warder, Patrick Brennan.

Post Office: Postman, London, Ambrose Rollin.

Lineman, Benjamin Pooley.

Sorting Clerk, Dublin, Frederick George Blake.

Sub-Postmaster, Macroom, County Cork, John Dennehy.

Sorting Clerks and Telegraph Learners, Robert Falconer Hill (Glasgow), John Bernard Kelleher (Cork), William Nicol (Glasgow), Joseph O'Brien (Wigan).

Postmen, James William King (Bradford), Patrick Whelan (Wexford), Samuel George Wilson (Worcester).

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

Second Division: Clerks, Patrick Joseph Kehoe, Edward Traynor.

November 22, 1895.

AFTER OPEN COMPETITION.

County Surveyor: Ireland, John Welsh Leebody.

Colonial Office: *Eastern Cadets for service in Hong Kong and the Straits Settlements*, Lewis Hare Clayton, Ralph Scott.

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

Boy Clerks, Robert Kinnes, Ernest Frederick Nunns.

WITHOUT COMPETITION.

Customs: Boatman, William George Cavill.

Prisons Department, Scotland: Warder, Peter Fraser.

Post Office: Porters, London, Alfred Elton Collins, John Wright.

Sub-Postmaster, North Street, Leeds, Ernest Herbert Crick.

Sorting Clerk and Telegraph Learner, Taunton, Percival George Hunt.

Postmen, William Carter (Brighton), Charles James Grainger (Dartford).

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

Admiralty: Assistant Constructor (Third Class), Josiah Clement Wedgwood.

Customs: Staff Clerk in the Office of the Surveyors General, Ernest Alfred Harris.

Inland Revenue: Superintendent of Postmasters' Licence Receipts, William Battersby.

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

John Charles Coxhead.

November 23, 1895.

AFTER OPEN COMPETITION.

Post Office: Sorter, London, Thomas Lawrence Welch.

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

Boy Clerk, Thomas Clement Laxton.

WITHOUT COMPETITION.

Prisons Service, Ireland: Warder, William Fenton

Post Office, Porter, London, William Henry Manning.

Sorting Clerks and Telegraph Learners, James Davidson (Glasgow), Mary Gertrude Haworth (Bolton), Louise Mary Macklin (Maldon), Joseph Robinson (Derby).

Postmen, James Castles (Lurgan), William Arthur Rowden (Leeds), Frederick George Watson (Cambridge), Fred Winterburn (Keighley).

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

Admiralty: Dispenser in one of Her Majesty's Naval Establishments, Gwilym Harries Howells.

NOTICES TO MARINERS.

(Nos. 654 to 658 of the year 1895.)

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

No. 654.—NORWAY—NORTH-WEST COAST.

Lights on Langö.

WITH reference to Notice to Mariners, No. 560 (4) of 1895:—

The Norwegian Government has given further notice, dated 31st October, 1895, that the light shown at Fladhölmén, Skaarvaag, has been altered, and its particulars are now as follows:—

Skaarvaag (Fladhölmén) Light is an occulting lantern light, showing the following sectors—white from N. 13° E. to N. 17° E., red from N. 17° E. (within Fladhölmén) to N. 62° E. (northward of Gottingskn), white from N. 62° E., through east to S. 68° E., red from S. 68° E. to S. 25° E. (eastward of Klakken), and white from S. 25° E. to S. 15° E.; it also shows white towards Skaarvaag.

It is elevated 45 feet above high water, 24 feet above the ground, visible from a distance of 6 miles in clear weather, and shown from a small octagonal iron lantern, painted white, on an iron post, surmounting a stone beacon.

Approximate position on chart No. 2312, lat. 68° 40' 45" N., long. 14° 24' 30" E.

This light will be exhibited annually from 15th August to 30th April.

Also that, on 18th October, 1895, a light was exhibited on Hella, approach to Strömö, Vikan Fiord:—

Hella Light is an occulting white lantern light, visible from S. 25° E., through east to N. 72° E. (outside Röröfald), a distance of 6 miles in clear weather, elevated 42 feet above high water, and shown from a small white wooden house, 10 feet high.

Approximate position, lat. 68° 42' 30" N., long. 14° 28' 0" E.

An auxiliary fixed white light visible from about S. 30° E. to S. 52° E., is shown from a position bearing S. 41° E., distant 49 feet from Hella Light, and at an elevation of 34 feet above it. These lights in line, bearing S. 41° E., lead into the North inlet, between Nittingen and Nittingskallen.

These lights will be exhibited annually from 15th August to 30th April.

[Variation 10° Westerly in 1895.]

This Notice affects the following Admiralty Chart:—Lofoten Islands to Andö, No. 2312. Also, List of Lights, Part II, 1895, page 148; and Norway Pilot, Part II, 1894, page 466.

No. 655.—NORWAY—SOUTH COAST. Christiania Fiord—Sunken Rocks Southward of Tjömö and Eastward of Rauö.

THE Norwegian Government has given notice, dated October, 1895, of the existence of the under-mentioned rocks, which have been recently found:—

1. A rock, with a depth of 3 fathoms on it, lies about N.E. (N. 45° E.), distant about 2½ cables, from the north extreme of Svartskier, or approximately in lat. 59° 3' 0" N., long. 10° 24' 20" E.

2. A rock, with a depth of 2 fathoms on it, lies with Rauö Lighthouse bearing N. ¼ E. (N. 3° E.), distant 9 cables, or approximately, on Chart No. 2330, in lat. 59° 13' 20" N., long. 10° 42' 50" E.

3. A rock, with a depth of 3 fathoms on it, lies with Rauö Lighthouse, bearing N.W. ¾ N. (N. 37° W.), distant 2½ cables, or approximately, on Chart No. 2330, in lat. 59° 14' 0" N., long. 10° 42' 55" E.

4. Two rocks lie near the eastern coast of Rauö, one with a depth of 2½ fathoms in a position with Rauö Lighthouse bearing N.N.E. ¼ E. (N. 24° E.), distance 6½ cables; the other, with a depth of 3 fathoms, with that lighthouse north, 4 cables.

5. A rock, with a depth of 2¾ fathoms on it, on the eastern side of the channel near Levvel, in a position with Rauö Lighthouse bearing W. by S. ¼ S. (S. 76° W.), distance 9½ cables.

This Notice affects the following Admiralty Chart:—Christiania Fiord, &c., No. 2330. Also, Norway Pilot, Part I, 1888, pages 215, 231, 279.

No. 656.—CHINA—NORTH-EAST COAST. Non-Existence of Reported Rock Eastward of Shantung Promontory.

WITH reference to Notice to Mariners, No. 307 of 1885, on the existence of a rock, in approximately lat. 36° 59' N., long. 122° 41' E., on which the barque "Comet" is reported to have struck:—

This rock has recently been unsuccessfully searched for by Her Majesty ship "Æolus"; and from other information received it seems not improbable that the "Comet" struck on the reef extending from Cape Macartney.

The rock has therefore been removed from the Admiralty Charts.

This Notice affects the following Admiralty Charts:—Pe Chili and Liao Tung Gulfs, No. 1256; Kyau Chau Bay to Miao Tau Strait, No. 1255; Hongkong to Gulf of Liao Tung, No. 1262. Also, China Sea Directory, Vol. III, 1894, page 546.

No. 657.—JAPAN.

NIPON—N.W. COAST.

Light at Entrance of Sakata Harbour.

THE Japanese Government has given notice that, on 20th October, 1895, a light was exhibited

from a lighthouse recently erected on the southern side of the entrance to Sakata Harbour.

Sakata Light is a fixed white light, elevated 54 feet above the sea, and visible from N. 25° E., through east and south, to N. 66° W., a distance of 6 miles in clear weather.

The lighthouse, 30 feet high, is hexagonal in shape, constructed of wood and painted white.

Approximate position, lat. 38° 57' 30" N., long. 139° 50' 0" E.

[Variation 5° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Nipon Island, &c., No. 2347; Sado I. and adjacent coast of Nipon, with Plan of Sakata Harbour, No. 536. Also, List of Lights, Part VI, 1895, page 38; and China Sea Directory, Vol. IV, 1894, page 555.

No. 658.—AUSTRALIA—EAST COAST.

Moreton Bay—Signals shown by Steam Pilot-vessel.

THE Government of Queensland has given notice, dated 3rd October, 1895, that the under-mentioned signals are shown by the steam pilot-vessel stationed at the northern entrance to Moreton Bay:—

By day:—A flag, upper half white, lower half red.

By night:—A white masthead light, with a red light 8 feet below it, both lights visible all round; also the usual side lights shown by all vessels when under way.

In addition to the above lights a white flare-up will be shown at intervals not exceeding fifteen minutes.

This Notice affects the Australia Directory, Vol. II, 1889, pages 115, 118.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
22nd to 25th November, 1895.

Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Sir Brydges Powell Henniker, Bart., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board, ordered and declared that on and after the 1st day of January next, in order that Flint Municipal Borough may be entirely comprised in one Registration Sub-District, Colehill Fawr (Civil Parish shall be transferred from Holywell Sub-District to Flint Sub-District, both being Sub-Districts of Holywell Registration District.—Witness my hand this 23rd day of November, 1895.

Brydges P. Henniker, Registrar-General.
General Register Office,
Somerset House, London.

NOTICE is hereby given that a separate building named Wesleyan Chapel situate at Cross Bank Padiham in the parish of All Saints Habergham in the county of Lancaster in the district of Burnley being a building certified according to law as a place of religious worship, was on the 20th 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 20th day of November 1895.

ADAM HAWORTH, Deputy Superintendent Registrar.

NOTICE is hereby given that a separate building named United Methodist Free Church situate at Stretton in the parish of Stretton in the county of Stafford in the district of Burton-upon-Trent being a building certified according to law as a place of religious worship, was on the 20th 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 20th day of November 1895.

ALFRED COXON Superintendent Registrar.

NOTICE is hereby given that a separate building named Church of Our Most Holy Redeemer situate at Cheyne-row in the parish of St. Luke's Chelsea in the county of Middlesex in the district of Chelsea being a building certified according to law as a place of religious worship, was on the 21st 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 Chapel of Our Most Holy Redeemer 28 Beaufort-street Chelsea now disused.—Witness my hand this 21st day of November 1895.

W. MILLER 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 16th day of November 1895, cancelled the Registry of the Bury St. Edmunds Friendly Societies Medical Aid Association (Register No. 936), held at Foresters' Court Room Grapes Inn Bury St. Edmunds in the county of Suffolk, 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.

Friendly Societies Acts.

Advertisement of Dissolution by Instrument.

NOTICE is hereby given that the Montacute Female Provident Society, Register No. 758 held at Schoolroom Montacute Ilminster in the county of Somerset 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 be set aside accordingly.

E. W. BRABROOK, Chief Registrar.

28, Abingdon-street, Westminster,
the 16th day of November 1895.

3, Dean's-Yard, Westminster,

November 26, 1895.

NOTICE is hereby given, pursuant to Charter of 3rd year of Her late Majesty Queen Anne, that a General Court of the Governors of Queen Anne's Bounty will be held in their Board Room, at the above address, on Wednesday, 11th December next, at a quarter to three o'clock, for the despatch of general business.

JOSEPH K. ASTON Secretary.

NOTICE is hereby given that the Registrar, has pursuant to the Building Societies Acts, this day cancelled the Registry of the undermentioned Building Societies :—

Register No.	Name of Society.	Registered Chief Office.
158	St. George's Hanover-square, Permanent Investment Association	21, Warwick-street, Regent-street, W.
307	Fourth Western Equitable Benefit Building Society	13, Soho-square, W.
637	Third Rock Mutual Benefit Building Society	22, City-road, Finsbury, E.C.
782	Camden Mutual Benefit Building Society	Camden Hall, King-street, Camden Town, N.W.
831	Second Camden Mutual Benefit Building Society	Camden Hall, King-street, Camden Town, N.W.
832	Pimlico and Westminster Industrial Mutual Benefit Building Society	St. Leonard's Institute, St. Leonard's-street, Pimlico, S.W.
862	29th Starr-Bowkett Benefit Building Society	Bass Assembly Rooms, Vauxhall Bridge-road, S.W.
924	Third Camden Mutual Benefit Building Society	Temperance Hall, 30, Castle-street East, Oxford-street, W.
968	Fourth Camden Mutual Benefit Building Society	Camden Hall, King-street, Camden Town, N.W.
981	Camden Station Mutual Benefit Building Society	Railway Institute, Chalk Farm-road, Kentish Town, N.W.
1162	Citizen Mutual Benefit Building Society...	8, Coal Exchange, E.C.
1264	Fourth Clerkenwell Benefit Building Society	Schoolroom, Amwell-street, Clerkenwell, E.C.
1287	Second St. Stephen's Mutual Benefit Building Society	112, High-street, Camden Town, N.W.
1311	Fifth Western Equitable Benefit Building Society	13, Soho-square, W.
1313	Kingsland Union No. 4 Benefit Building Society	Eden Hall, 127, Stoke Newington-road, N.
1321	Royal Exchange Investment Building Society	13, Queen Victoria-street, E.C.
1327	7th Bow and Bromley Benefit Building Society	25, High-street, Bow, E.
1331	Orders of Temperance Fireproof and General Building Society	156, St. John-street-road, Clerkenwell, E.C.
1339	Independent and Magna Charta Permanent Building Society	36, Earl's Court-road, Kensington, W.
1344	United Civil Service Mutual Benefit Building Society	7, Godliman-street, Doctors' Commons, E.C.
1345	Kensington and Western Suburbs Permanent Benefit Building Society	14, King-street West, Broadway, Hammersmith, W.
1347	London Financial Building Society ...	140, Fleet-street, E.C.
1348	Dalston and District Temperance Building Society	5, Dalston-lane, Dalston, N.E.
1350A	12th East Central Building Society ...	15, Basinghall-street, E.C.
1352	Sceptre Permanent Benefit Building Society	26, King William-street, E.C.
1355	City of London 183rd Starr-Bowkett Building Society	7, Miles-lane, King William-street, E.C.
1364	Sackville Mutual Benefit Building Society	Old King's Arms Tavern, Poland-street, Oxford-street, W.
1367	Waverley Permanent Building Society ...	10, Godliman-street, E.C.
1372	Third Islington Benefit Building Society...	Myddleton Hall, Upper-street, Islington, N.
1376	East Middlesex Permanent Benefit Building Society	18, Mile End-road, E.
1380	Self Help Mutual Benefit Building Society	Wellington Hall, Wellington-street, Islington, N.
1381	Eighth Independent Benefit Building Society	16, King-street, Cheapside, E.C.
1382	House Building Society	Holloway Hall, Holloway-road, N.
1383	City and Marylebone Building Society ...	61, Cheapside, E.C.
1385	Active Permanent Building Society ...	17, New Bridge-street, Blackfriars, E.C.
1389	Practical Permanent Investment Building Society	1, West-street, Moorgate-street, E.C.
1394	Great Metropolitan Permanent Building Society	Moorgate House, 78, Coleman-street, E.C.
1399	Masonic and General Permanent Building Society	1, Gresham-buildings, Basinghall-street, E.C.
1411	Lincoln's-inn Permanent Building Society	17, Holborn-hill, E.C.
1425	Walbrook Permanent Building Society ...	14, Finsbury-square E.C.

Register No.	Name of Society.	Registered Chief Office.
1426	New Mercantile Mutual Building Society	56, Old Broad-street, E.C.
1430	Wood Green, Hornsey, and Southgate Permanent Benefit Building Society	Woodville House, Southgate - road, Wood Green, N.
1436	Grosvenor House Property Acquisition and Investment Building Society	29, South Molton-street, Oxford-street, W.
1442	Glanville Permanent Benefit Building Society	1, Queen-street-place, E.C.
1444	City and Provincial Permanent Building Society	11 and 25, Queen Victoria-street, E.C.
1451	Weavers' Hall Permanent Building Society	Weavers' Hall, Basinghall-street, E.C.
1479	Eighth Bow and Bromley Benefit Building Society	207, Bow-road, E.
1485	Phoenix Two-and-a-Half Per Cent. Benefit Building Society	Foresters' Hall, Clerkenwell, E.C.
1494	Capital and Counties Investment Building Society	50, Finsbury-square, E.C.
1495	Auxiliary Mutual Building Society ...	1, West-street, Finsbury-circus, E.C.
1502	South - Western Permanent Building Society	188, Ebury-street, S.W.
1511	City and Counties Permanent Building Society	121, Shoreditch High-street, E.C.
1522	Nonconformist and General Permanent Building Society	1, Broad-street-buildings, E.C.
1533	Echo Building Society	17, New Bridge-street, Blackfriars, E.C.,
1550	National Thrift Building Society... ..	39A, Threadneedle-street, E.C.
1553	National Liberal Building Society	40, Charing-cross, W.C.
1554	Castle Building Society	5 and 7, Fenchurch-street, E.C.
1557	Bryanston Mutual Benefit Building Society	131, Seymour-place, Marylebone, W.
1560	Middlesex County Building Society	47, New Broad-street, E.C.
1561	Lombardian No. 11 Building Society	Guildhall Coffee House, Gresham-street, E.C.
1564	Mutual Independent Brethren Permanent Benefit Building Society	378, Gray's-inn-road, W.C.
1569	English and Scottish Permanent Building Society	8, Old Jewry, Cheapside, E.C.
1586	Grand Charter Building Society	73, Old-street, St. Luke's, E.C.
1597	London Unity Permanent Building Society	Kensington Arms, Abingdon-road, Kensington, W.
1605	Houseowners' Permanent Investment Building Society	93, Munster-road, Fulham, S.W.
1609	London Reliance Permanent Investment Building Society	26, Bishopsgate-street Without, E.C.
1613	Herald Permanent Building Society	Bedford-row House, corner of Great James-street, W.C.
1617	Chelsea Club Third Mutual Benefit Building Society	147A, Fulham-road, S.W.
1620	Substantial Permanent Investment Building Society	100, Mile End-road, E.
1637	Warwick Third Self Help Building Society	Warwick Lodge, Shepherd's Bush Green, W.
1638	London Thrift Building Society	37, Walbrook, E.C.
1642	De Beauvoir Fourth Self Help Building Society	The School, 68, Downham-road, Kingsland, N.E.
1666	Ninth Bow and Bromley Benefit Building Society	151, Bow-road, E.
1672	Justitia Building Society	Foresters' Hall, Clerkenwell, E.C.
1674	Economist Building Society	Athenæum Academy, George - street, Euston-road, N.W.
1693	Whitechapel and Tower District Building Society	Trafalgar-square, Leman-street, Whitechapel, E.
1697	North West Middlesex Permanent Building Society	Schoolroom of the Congregational Chapel, Willesden, N.W.
1702	United Kingdom Blue Ribbon Permanent Building Society	8, New Bridge-street, E.C.
1710	Haverstock Hill Permanent Benefit Building Society	The Coffee Palace, 66, Fleet-road, Hampstead, N.W.
1718	Kentish Town Rock Mutual Building Society	329, Kentish Town-road, N.W.
1719	Mile End New Town Mutual Building Society	All Saints' School, Spicer-street, Mile End New Town, E.
1722	Blackfriars Permanent Investment Building Society	89, Chancery-lane, W.C.

Register No.	Name of Society.	Registered Chief Office.
1724	Shadwell 626th Starr-Bowkett Building Society	St. Paul's Infant School Room, High street, Shadwell, E.
1725	Apollo Mutual Building Society	St. Pancras Coffee Tavern, Euston-road, N.W.
1743	Stepney and St. George's Ballot and Sale Mutual Building Society	Christ Church Parish Room, Dean-street, Commercial-road, E.
1750	Tramway Terminus Building Society ...	111, Finsbury-pavement, E.C.
1758	King's Cross Central Mutual Building Society	St. Jude's Schools, Gray's-inn-road, W.C.
1767	Shepherd's Bush and District 696th Starr-Bowkett Building Society	127, Goldhawk-road, Shepherd's Bush, W.
1773	Poplar 662nd Starr-Bowkett Building Society	Carnarvon Club, East India Dock-road, Poplar, E.
1776	Royal Savoy Permanent Building Society	125, Strand, W.C.
1778	West Hackney Ballot and Sale Mutual Building Society	241, Stoke Newington-road, Hackney, N.E.
1787	United Banks Permanent Building Society	Devonshire - chambers, Bishopsgate-street Without, E.C.
1792	City Alliance Mutual Building Society ...	12 and 13, Nicholas-lane, Cannon-street, E.C.
1795	St. Jude's, King's Cross, Mutual Building Society	St. Jude's Schools, Britannia-street, King's Cross, N.
1798	London Bridge 737th Starr-Bowkett Building Society	Golden Dragon Tea Rooms, 30, King William-street, E.C.
1799	Stroud Green and Highbury Vale 738th Starr-Bowkett Building Society	Messrs. Robson and Perrin's Auction and Estate Agency Offices, Finsbury Park Station, N.
1813	Bank Benefit Building Society	230, Kentish Town-road, N.W.
1815	Enfranchisement Permanent Building Society	113, Finsbury-pavement, E.C.
1821	British Equitable Permanent Building Society	153, Cheapside, E.C.
1823	National Industrial Permanent Building Society	136, Uxbridge-road, W.
1826	Metropolitan Simplex Building Society ...	113, Finsbury-pavement, E.C.
1833	Third Holloway 756th Starr-Bowkett Building Society	134, Holloway-road, N.
1834	Metropolitan Duplex Building Society ...	113, Finsbury-pavement, E.C.
1835	Metropolitan Triplex Building Society ...	113, Finsbury-pavement, E.C.
1837	Eastern United and General Permanent Building Society	1, Circus-place, Finsbury-circus, E.C.
1838	West Central London Second Duplex Building Society	36, Bow-street, W.C.
1840	Volunteer Service Mutual Benefit Building Society	Weavers' Hall, Basinghall-street, E.C.
1841	North London Progressive and General Mutual Benefit Building Society	8, Seven Sisters'-road, N.
1847	Ossington 802nd Starr-Bowkett Building Society	Ossington Coffee Tavern, Paradise-street, High-street, Marylebone, W.
1852	Hanover Mutual Permanent Building Society	Hanover Church Mission House, 33, Gilbert-street, Grosvenor-square, W.
1855	London and Norwich Permanent Investment-Building Society	5, Featherstone-buildings, High Holborn, W.C.
1858	Brompton Fourth Duplex Building Society	78, Richmond-road, West Brompton, S.W.
1859	Jubilee Building Society	4, Broad-street-buildings, Liverpool-street, E.C.
1863	Record Permanent Building Society ...	15, Bedford-row, W.C.
1867	Third St. Stephen's Mutual Benefit Building Society	134, High-street, Camden Town, N.W.
1870	St. Mary's, Islington, Building Society ...	St. Mary's School, Fowler-street, Islington, N.
1871	Mile End Ballot and Sale Mutual Permanent Building Society	77, Malmesbury-road, Bow, E.
1875	Upper Clapton and District 864th Starr-Bowkett Building Society	Shaftesbury Hall, 120, High-street, Homerton, N.E.
1876	West Central 860th Starr - Bowkett Building Society	Fetter-lane Chapel, E.C.
1881	West and South Hampstead, Kilburn, and General Permanent Building Society	Bank-buildings, adjoining West Hampstead (Metropolitan) Station, N.W.
1888	Notting Hill Combination Provident Building Society	12, Lower Phillimore-place, Kensington, W.
1893	2nd Canonbury 873rd Starr-Bowkett Building Society	Northampton House, St. Paul's-road, Canonbury, N.

Register No.	Name of Society.	Registered Chief Office.
1895	Camden Town Combination Provident Building Society	67, Park-street, Camden Town, N.
1896	Finsbury Combination Provident Building Society	85, Finsbury-pavement, E.C.
1897	Holloway Combination Provident Building Society	48, Finsbury-circus, E.C.
1901	City Combination Provident Building Society	9, Great St. Helen's, E.C.
1902	West London Suburban Combination Provident Building Society	Y.M.C.A. Rooms, Hammersmith-road, W.
1904	Westminster Combination Provident Building Society	9, Victoria-chambers, Westminster, S.W.
1905	Kilburn Combination Provident Building Society	9, Victoria-chambers, Westminster, S.W.
1908	North London Easy Payment Building Society	48, Finsbury-circus, E.C.
1909	Finsbury Park Easy Payment Building Society	223, Seven Sisters'-road, N.
1910	Finsbury Easy Payment Building Society	48, Finsbury-circus, E.C.
1911	Kensington 896th Star-Bowkett Building Society	Star and Anchor Coffee Palace, 300, King's-road, S.W.
1912	North-Western Suburban Combination Provident Building Society	9, Victoria-chambers, Westminster, S.W.
1914	Central Easy Payment Building Society...	9, Victoria-chambers, Westminster, S.W.
1917	Victoria Easy Payment Building Society	55, Denbigh-street, S.W.
1919	Invincible Permanent Building Society ...	143, Antill-road, North Bow, E.
1920	London Western District Mutual Building Society	2, Gresham-buildings, Basinghall-street, E.C.
1922	Portslade and District General Building Society	46, Leicester-square, W.C.
1923	Metropolitan and Local Building Society	46, Leicester-square, W.C.
1927	Home Counties Combination Provident Building Society	123, Fenchurch-street, E.C.
1928	Willesden Combination Provident Building Society	9, Victoria-chambers, Westminster, S.W.
1930	Third Leadenhall 897th Starr-Bowkett Building Society	85, Fenchurch-street, E.C.
1931	Victoria Park and District Hearth and Home Benefit Building Society	38, Cadogan-terrace, Victoria Park, E.
1933	Finchley Easy Payment Building Society	9, Victoria-chambers, Westminster, S.W.
1944	Printers and General Provident Building Society	21, New Bridge-street, E.C.
1947	London and District 'Traders' Permanent Building Society	31, Great St. Helen's, E.C.
1950	Fitzjohn Permanent Building Society ...	1A, Fitzjohn's-parade, Hampstead, N.W.
1951	Hampstead Combination Provident Building Society	Vestry Hall, Hampstead, N.W.
1952	Islington Easy Payment Building Society	Holborn Town Hall, W.C.
1955	Stoke Newington Four per Cent. Building Society	Stoke Newington Hall, N.
1961	St. Andrew's, Holborn, Permanent Building Society	Holborn Town Hall, Gray's-inn-road, W.C.
1962	Gordon Permanent Benefit Building Society	57, Basinghall-street, E.C.
1966	London Excelsior Permanent Building Society	Mowbray House, Norfolk-street, Strand, W.C.
1972	Sons of Phoenix Permanent Building Society	54, High-street, Islington, N.
1978	Mortgage Insurance Building Society ...	23, Rood-lane, Fenchurch-street, E.C.
1980	Islington Economic Building Society ...	401, Holloway-road, N.
1981	Universal Thrift Permanent Investment Building Society	7, Moorgate-street, E.C.
1988	Amalgamating Building Society ...	Edinboro' Castle, Limehouse, E.
1989	St. John's 973rd Starr-Bowkett Building Society	156, St. John-street-road, Islington, N.
1992	Tufnell 974th Starr-Bowkett Building Society	457, Holloway-road, N.
2005	All Saints, Poplar, Mutual Benefit Building Society	170, East India Dock-road, E.
2006	St. Laurence Pountney and City Mutual Building Society	Suffolk House, 5, Laurence Pountney-hill, E.C.
2009	Brondesbury and Kilburn Mutual Benefit Building Society	190, Broadhurst-gardens, West Hampstead, N.W.

Register No.	Name of Society.	Registered Chief Office.
2019	First Chelsea Amicable Mutual Benefit Building Society	189, Ebury-street, Pimlico, S.W.
2022	National Savings Building Society ...	22, Great George-street, Westminster, S.W.
2026	St. Augustine's Mutual Building Society	St. Augustine's Boys' School, Kilburn Park-road, N.W.
2038	Thrifty Permanent Building Society ...	11, Queen Victoria-street, E.C.

All in the county of London, on the ground, in each case, that the Society has ceased to exist.—
Dated the 13th day of November, 1895. *E. W. Brabrook*, Chief Registrar.

NOTICE is hereby given that the Registrar, has pursuant to the Building Societies Acts, this day cancelled the Registry of the undermentioned Building Societies:—

Register No.	Name of Society.	Registered Chief Office.
1319A	Brentford, Chiswick and District 164th Starr-Bowkett Building Society	Phoenix-chambers, High-street, Brentford
1361	Shield Building Society'	Estate Offices, Spring-grove, Isleworth
1784	Brondesbury 715th Starr-Bowkett Building Society	5, High-road, Kilburn
1806	Crouch End and District Mutual Building Society	King's Head Inn, Crouch End
1809	Willesden and Neasden 713th Starr-Bowkett Building Society	28, Regency-terrace, High-road, Willesden
1874	Kilburn and West Hampstead Mutual Building Society	17, Torbay-road, Willesden-lane
1915	Edmonton and District Hearth and Home Benefit Building Society	102, Fore-street, Edmonton
1965	Chiswick and District Hearth and Home Benefit Building Society	240, High-road, Chiswick
1970	Teddington 961st Starr-Bowkett Building Society	Bushy Park Estate Office, Victoria-road, Railway-approach, Teddington
1985	Stamford Hill and District Mutual Building Society	St. John's Hall, Franklin-street, Stamford Hill
2010	Harlesden Mutual Building Society ...	Court-house, High-street, Harlesden
2024	Kensal Rise and District Mutual Building Society	St. John's Schools, Kilburn-lane
2025	Harringay Alliance Terminable Building Society	Parish Room, Burgoyne-road, Harringay

All in the county of Middlesex, on the ground, in each case, that the Society has ceased to exist.—
Dated the 13th day of November, 1895. *E. W. Brabrook*, Chief Registrar.

In the High Court of Justice.—Companies
(Winding-up).

Mr. Justice Vaughan Williams.
No. 00277 of 1895.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of G. and S. Bracknell Limited.

NOTICE is hereby given that a petition for the winding up of the above named Company by the High Court of Justice was, on the 23rd day of November 1895, presented to the said Court by the Continental Bottle Company of 5 Billiter-square-buildings Billiter-square in the city of London creditors of the said Company. And that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice Strand London on the 4th day of December 1895; 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.

WALTER O. FREEMAN 5 Eastcheap E.C.
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 six o'clock in the afternoon of the 2nd day of December 1895.

In the High Court of Justice.—Companies
(Winding-up).

Mr. Justice Vaughan Williams.
No. 00276 of 1895.

In the Matter of the Companies Acts, 1862 to 1890 and in the Matter of Inwood and Company Limited.

NOTICE is hereby given that a petition for the winding up of the above-named Company Limited. 23rd day of November 1895, presented to the said

pany by the High Court of Justice was, on the Court by Charles Courtney of 117 Gray's-inn-road a creditor of the said Company. And that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice Strand on the 4th day of December 1895; 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.

KINGSBURY and TURNER 369 and 371 Brixton-road London S.W. Solicitors for the Petitioner.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the 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 six o'clock in the afternoon of the 3rd day of December 1895.

In the Matter of the Economic Smokeless Fire Company Limited.

AT an Extraordinary General Meeting of the Members of the above named Company held at 100 Shaftesbury-avenue in the county of London on the 6th day of November 1895 and being an adjournment from an Extraordinary General Meeting duly convened and held at the same place on the 30th of October 1895 the following Resolution was duly passed:—

“That Mr. Charles Briggs one of the Liquidators of the Company having resigned Mr. William Gilchrist be and he is hereby appointed sole Liquidator for the purpose of continuing and carrying out the winding up of the Company.”

Dated this 22nd day of November 1895.

WM. GILCHRIST Liquidator.

A RETURN showing the Amount received from and paid to Trustee Savings Banks and Post Office Savings Banks in the United Kingdom by the Commissioners for the Reduction of the National Debt, including transactions on the Savings Bank Investment Account, during the Four Weeks ended 23rd November, 1895.

	Total Amount received by the Commissioners.			Total Amount paid by the Commissioners.		
	£	s.	d.	£	s.	d.
TRUSTEE SAVINGS BANKS—						
In Money and Interest credited	184,355	12	11	52,953	3	7
For Stock sold or purchased for the Savings Bank Investment Account... ..	12,601	10	10	7,622	2	7
Transfer Certificates to and from Savings Banks and Post Office Savings Banks	1,083	5	5	1,030	6	7
Total	£198,040	9	2	£61,605	12	9
POST OFFICE SAVINGS BANKS—						
In Money and Interest credited	391,000	0	0	30,000	0	0
For Stock sold or purchased for the Savings Bank Investment Account... ..	90,874	2	8	76,390	16	2
Transfer Certificates to and from Savings Banks and Post Office Savings Banks	1,030	6	7	1,083	5	5
Total	£482,834	9	3	£107,474	1	7

	At 23rd November, 1895.		At corresponding period last Month.		At corresponding period last Year.	
	£	s. d.	£	s. d.	£	s. d.
Total Amount at the credit of:—						
The Fund for the Banks for Savings	44,816,360	1 2	44,679,925	4 9	42,981,025	2 0
The Post Office Savings Banks Fund	97,350,807	11 0	96,975,447	3 4	88,563,114	1 6
Total	£142,167,167	12 2	£141,655,372	8 1	£131,544,139	3 6
SAVINGS BANK INVESTMENT ACCOUNT—						
Total Amount of Stock held for Depositors in—						
Trustee Savings Banks	1,265,125	9 6	1,269,782	15 4	1,344,492	17 3
Post Office Savings Banks	6,939,593	14 1	6,955,130	16 8	7,009,601	11 0
Total	£8,204,719	3 7	£8,224,913	12 0	£8,354,094	8 3

J. BLAKEY, Check Officer,
National Debt Office, November 25, 1895.

G. HERVEY,
Comptroller-General.

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

1895. B. No. 8505.

In the Matter of the Companies Acts 1862 to 1890, and in the Matter of the Chancery of Lancaster Acts 1850 to 1890, and in the Matter of Edwin Boden and Company Limited and Reduced.

NOTICE is hereby given that a petition presented to the Court of Chancery of the County Palatine of Lancaster Manchester District on the 25th day of September 1895 for confirming a Special Resolution reducing the capital of the above named Company from £105,000 to £90,000 is directed to be heard before his Honour the Vice-Chancellor of the said Court on the 2nd day of December 1895 at the Assize Courts Strangeways Manchester. Any creditor or shareholder of the Company desiring to oppose the making of an Order for the reduction of the capital of the said Company under the above Acts should appear at the time of hearing by himself or his Counsel for that purpose and a copy of the petition will be furnished to any creditor or shareholder of the Company requiring the same by the undersigned on payment of the regulated charges for the same.—Dated this 21st November 1895.

ADDLESHAW WARBURTON and Co. 15 Norfolk-street Manchester Solicitors for the said Company.

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

Companies (Winding-up).
1895. J. No. 8511.

In the Matter of Jonathan Andrew and Sons Limited and in the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Court of Chancery of Lancaster Acts 1850 to 1890.

BY an Order made in these Matters upon the petition of William Clegg of Old-street Ashton-under-Lyne in the county of Lancaster Refreshment-house Keeper it was ordered that the voluntary winding-up of the Company be continued but subject to the supervision of the Court and any of the proceedings under the voluntary winding up might be adopted as the Vice-Chancellor should think fit and John Smith of Ashton-under-Lyne Accountant was appointed Liquidator of the said Company in addition to Charles Henry Wade the Liquidator appointed in the said winding up. And the creditors contributories and Liquidators of the said Company and all other persons interested were to be at liberty to apply to the Vice-Chancellor at the chambers of the Registrar as there might be occasion. And it was ordered that the costs of the Petitioner and the said Company and the creditors and contributories supporting the said petition of the said petition were to be taxed and paid out of the assets of the Company.—Dated this 21st day of November 1895.

HARDINGS WOOD and WILSON 69 Princess-street Manchester.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure*, as received from the Inspectors and Officers of Excise in the Week ended 23rd November, 1895, conformably with the Act of the 45th and 46th Victoria, cap. 37.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	30,901	7	25	7
Barley	196,858	7	25	1
Oats... ..	20,775	6	14	4

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1891 to 1894.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1891	74,194	4	179,068	6	19,401	6	39	1	30	11	22	4
1892	68,216	7	187,773	5	20,822	0	27	5	26	0	17	7
1893	52,183	3	155,172	4	16,367	0	27	1	28	9	18	3
1894	44,331	0	167,147	0	19,694	1	19	11	22	4	14	3

* Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the local inspector of Corn Returns in any other measure than the imperial bushel or by weight or by a weighed measure that officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

Board of Agriculture,
November 23, 1895.

P. G. CRAIGIE.

AVERAGE PRICE of Wheat, Barley, and Oats per Quarter of Eight Bushels (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 23rd November, 1895.

Towns.	Wheat.	Barley.	Oats.	Towns.	Wheat.	Barley.	Oats.
	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.
London	26 0	30 5	16 1	Horsham	Nil.	...	...
Uxbridge	26 8	...	...	Pulborough	...	26 0	...
Romford	28 1	...	...	Chichester	23 5	27 5	14 0
Chelmsford	26 7	26 7	14 0	Newport (Hants)	27 1	26 4	14 7
Colchester	26 3	25 7	14 9	Farsham	Nil.	...	...
Braintree	25 4	27 8	13 0	Southampton	23 4	...	14 10
Saffron Walden	24 5	25 9	...	Winchester	26 7	25 7	...
Bishop's Stortford	24 6	27 2	12 4	Basingstoke	26 10	28 2	11 0
Hertford	25 3	23 11	...	Andover	26 3	23 10	...
Royston (Herts)	25 1	24 1	...	Ringwood	...	24 3	...
Hitchin	25 5	22 2	11 8	Wimborne	28 0	22 10	13 4
Luton (Bedford)	24 6	21 9	14 7	Wareham	...	23 0	...
Bedford	25 1	21 7	14 10	Dorchester (Dorset)	23 4	21 10	13 8
St. Neots (Hunts)	24 5	22 11	...	Blandford	26 4	18 2	...
Huntingdon	Nil.	...	...	Bridport	...	24 11	...
St. Ives (Hunts)	23 11	23 0	12 9	Honiton	...	19 7	14 3
Wisbeach	24 6	22 5	14 1	Tiverton (Devon)	Nil.	...	...
Ely (Cambridge)	24 1	22 10	13 0	Barnstaple	Nil.	...	...
Cambridge	25 0	23 8	13 2	Exeter	...	25 9	...
Haverhill	25 8	26 1	...	Newton Abbot	...	19 7	...
Sudbury (Suffolk)	27 8	26 11	...	Totnes	...	19 0	...
Hadleigh (Suffolk)	27 9	27 4	...	Kingsbridge	21 10	17 6	13 2
Ipswich	26 9	29 0	14 1	Plymouth	...	19 1	...
Woodbridge	27 9	27 10	...	Okehampton	...	18 2	13 9
Stowmarket	25 10	27 1	...	Liskeard	Nil.	...	...
Bury St. Edmunds	25 8	26 10	13 11	Wadebridge	24 5	17 4	...
Saxmundham	28 7	23 10	...	Truro	24 0	17 0	13 5
Framlingham	26 5	25 11	...	Bridgwater	Nil.	...	...
Eye (Suffolk)	26 4	28 4	...	Taunton	24 8	22 0	13 8
Halesworth	23 2	27 5	...	Yeovil	25 3	23 8	...
Bungay	27 1	25 11	15 10	Frome	...	21 2	...
Beccles	27 3	26 11	...	Bath	Nil.	...	...
Diss	25 8	32 1	...	Bristol	23 7	20 6	...
Harleston (Norfolk)	26 8	28 10	...	Warminster	25 3	22 7	13 6
Yarmouth (Norfolk)	23 8	27 8	18 5	Salisbury	26 3	22 9	14 10
Norwich	26 1	27 0	13 0	Devizes	24 2	23 0	14 3
North Walsham (Norfolk)	25 9	...	16 4	Swindon (Wilts)	28 4	26 9	...
Holt (Norfolk)	25 8	26 0	...	Cirencester	24 10	18 10	15 8
Fakenham	25 5	24 9	13 0	Gloucester	26 2	23 8	...
East Dereham	22 4	24 6	13 0	Cheltenham	24 4	22 1	13 4
Watton (Norfolk)	24 6	27 1	13 4	Tewkesbury	25 8	20 5	...
Lynn	24 6	24 11	18 10	Chepstow	23 3	24 7	12 9
Spalding	24 2	22 10	14 10	Newport (Mon.)	24 1	...	...
Stamford	24 10	24 11	...	Monmouth	25 2	21 5	...
Grantham	25 3	26 10	14 1	Ross	26 3	21 5	...
Sleaford	25 4	23 11	...	Hereford	26 7	20 6	14 1
Boston	24 7	22 2	13 11	Evesham	25 8	19 8	...
Louth	24 11	22 5	12 11	Worcester	26 5	23 0	17 11
Lincoln	25 3	24 2	13 11	Ludlow	Nil.	...	...
Gainsborough	...	21 10	...	Bridgnorth	25 6	24 4	15 3
Brigg	25 5	22 1	13 2	Shrewsbury	25 4	22 11	16 1
Hull	24 9	...	...	Oswestry	25 3	23 0	...
Howden	24 9	19 4	12 11	Market Drayton	25 8	22 7	14 1
Beverley	25 1	20 0	13 7	Wolverhampton	25 5	26 3	...
Bridlington	25 2	20 2	13 1	Stafford	25 9	24 5	14 5
Retford	26 3	21 10	13 3	Burton-on-Trent	...	24 3	21 9
Worksop	25 6	23 3	14 0	Derby	27 1	31 5	15 10
Mansfield	25 11	21 6	13 8	Sheffield	Nil.	...	...
Newark	25 6	23 10	14 1	Doncaster	25 8	21 7	13 3
Nottingham	25 5	20 10	15 2	Goole	27 8	...	...
Loughborough	26 11	22 5	13 10	Pontefract	25 9	20 10	14 1
Leicester	25 3	21 3	15 1	Wakefield	...	20 4	...
Melton Mowbray	25 1	22 3	13 7	Leeds	27 4	22 4	16 4
Oakham	24 10	20 6	13 3	Knaresborough	26 2	19 11	...
Peterborough	24 9	24 2	14 2	Ripon	26 2	20 7	...
Kettering	24 2	20 0	14 10	York	24 0	20 7	12 11
Northampton	25 8	22 6	17 4	Easingwold	...	...	13 5
Daventry	...	...	13 8	Malton	26 3	20 1	12 11
Coventry	25 9	23 2	15 6	Scarborough	24 9	19 3	13 2
Birmingham	26 5	25 9	16 0	Thirsk	...	21 5	12 7
Warwick	25 3	...	16 0	Bedale	Nil.	...	...
Stratford-on-Avon	...	26 0	...	Northallerton	...	20 7	13 0
Banbury	25 7	19 4	15 8	Darlington	...	21 0	...
Oxford	26 0	24 1	...	Stockton-on-Tees	27 7	19 8	...
Bicester	24 11	21 8	...	Bishop Auckland	Nil.	...	...
Newport Pagnell	25 4	18 7	15 3	Sunderland	25 0	19 8	...
Aylesbury	26 3	27 0	14 9	Newcastle-on-Tyne	Nil.	...	...
Abingdon	27 0	26 10	15 6	Alnwick	...	21 7	19 2
Didcot	Nil.	...	...	Berwick	22 2	19 4	16 8
Wallingford	27 0	29 0	...	Carlisle	...	...	16 1
Hungerford	26 2	21 5	16 3	Egremont (Cumberland)	...	...	16 1
Newbury (Berks)	27 6	25 5	15 7	Penrith	...	...	17 1
Reading	26 9	27 7	...	Kendal	Nil.	...	...
Farnham (Surrey)	28 0	30 3	...	Garstang	Nil.	...	...
Guildford	28 9	30 3	...	Preston (Lancashire)	Nil.	...	...
Reigate	Nil.	...	...	Manchester	27 0	...	...
Kingston (Surrey)	28 1	...	...	Warrington	24 0	19 8	14 7
Croydon (Surrey)	25 1	...	...	Chester	24 0	...	...
Dartford	Nil.	...	...	Llangefni (Anglesey)	...	...	12 0
Rochester (Kent)	20 6	...	...	Carnarvon	...	16 8	12 7
Sandwich	...	28 0	15 0	Denbigh	...	20 0	...
Canterbury	28 4	31 2	14 0	Wrexham	21 10	24 0	13 7
Ashford (Kent)	26 2	23 11	13 8	Welshpool	...	21 7	17 1
Maidstone	27 5	35 5	...	Cardigan	Nil.	...	...
Tunbridge	Nil.	...	...	Haverfordwest	...	13 11	12 11
Lewes	26 6	32 2	...	Carmarthen	...	22 4	12 5
Brighton	25 8	31 0	...	Cardiff	24 4	26 6	...
Hayward's Heath	27 0	...	...	Brecon	...	21 2	...

ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 23rd November, 1895, together with the Quantities Imported in the Corresponding Week of the Previous Year.

		Quantities.	
		1894.	1895.
Animals living :—			
Oxen, Bulls, Cows, and Calves	Number	8,047	8,224
Sheep and Lambs	"	11,352	21,280
Swine	"	—	—
Fresh Meat :—			
Beef	cwts.	47,351	38,319
Mutton	"	27,313	69,199
Pork	"	5,345	8,404
Salted or Preserved Meat :—			
Bacon	"	50,530	82,596
Beef	"	3,109	4,122
Hams	"	17,554	25,117
Pork	"	3,332	4,652
Meat unenumerated, salted and fresh	"	4,851	3,735
Meat preserved, otherwise than by salting	"	16,853	39,698
Dairy Produce and Substitutes :—			
Butter	"	47,742	51,483
Margarine	"	19,617	17,474
Cheese	"	41,265	53,506
Milk and Cream, Fresh	Gallons	5,540	420
Condensed Milk	cwts.	7,760	13,453
Eggs	Great Hundred	214,134	258,221
Poultry and Game	Value £	10,445	6,150
Rabbits, dead (not tinned)	cwts.	3,615	3,998
Lard	"	13,496	46,354
Corn, Grain, Meal, and Flour :—			
Wheat	"	948,072	1,423,000
Wheat Meal and Flour	"	348,011	376,390
Barley	"	771,604	656,200
Oats	"	490,827	385,600
Pease	"	46,643	103,540
Beans	"	125,702	47,870
Maize or Indian Corn	"	254,253	857,300
Fruit, Raw :—			
Apples	Bush.	283,933	117,638
Oranges	"	158,404	138,136
Lemons	"	31,512	28,342
Cherries	"	—	—
Plums	"	—	—
Pears	"	7,441	5,845
Grapes	"	1,847	17,205
Unenumerated	"	9,034	12,288
Hay	Tons	2,597	2,501
Hops	cwts.	7,843	13,348
Vegetables :—			
Onions, raw	Bush.	128,851	131,610
Potatoes	cwts.	50,878	28,499
Unenumerated	Value £	14,320	15,767

Statistical Office, Custom House, London,
November 25, 1895.

T. J. PITTAR.

In the Matter of the Joes Reefs United (Sheba) Limited.

AT an Extraordinary General Meeting of the Members of the above named Company duly convened and held at the Cannon-street Hotel in the city of London on the 25th day of June 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 15th day of July 1895 the following Resolution was duly confirmed :—

"That it is desirable to reconstruct the Company and accordingly that under the provisions of the Companies Acts 1862 and 1893 the Company be wound up voluntarily."

And at such last mentioned Meeting Frederick William Sellick of 11 Queen Victoria-street in the city of London was appointed Liquidator for the purposes of such winding up.—Dated this 21st day of November 1895.

WM. JOS. HARVEY Chairman.

COTTON STATISTICS ACT, 1868.

RETURN of the Number of BALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 47 Weeks ended
21st November, 1895.

PORTS.	IMPORTS.						EXPORTS.					
	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.	American.	Brazilian.	East Indian.	Egyptian.	Miscellaneous.	TOTAL.
Week ended 21st November, 1895.												
Liverpool	72,526	2,547	120	7,252	98	82,543	1,850	...	352	3,818	702	6,732
London ... ..	...	...	345	...	17	362	...	...	566	...	...	566
Hull	3,266	...	...	...	...	3,266	1,972	...	101	85	...	2,158
Other Ports ... ..	...	...	...	3,752	...	3,752	157	...	50	5	...	212
Total	75,792	2,547	465	11,004	115	89,923	3,979	...	1,069	3,918	702	9,668
47 Weeks ended 21st November, 1895.												
Liverpool	2,471,514	47,207	54,355	249,860	49,105	2,871,041	82,580	13,749	7,298	53,721	24,576	181,924
London	12,361	...	*44,610	...	1,681	58,652	13,006	..	41,521	2,180	5,226	61,933
Hull	81,869	4,405	4,455	17,907	123	108,759	98,954	1,201	6,133	17,198	869	124,355
Other Ports	32,278	...	170	36,718	254	69,420	18,720	...	549	95	40	19,404
Total	2,598,022	51,612	103,590	304,485	50,163	3,107,872	213,260	14,950	55,501	73,194	30,711	387,616

Dated November 22, 1895.

* Corrected figures.

R. GIFFEN,
Commercial Department, Board of Trade.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ended Saturday, the 16th day of November, 1895.

PRIVATE BANKS.

Name, Title, and Principal Place of Issue.		Average Amount.	
		£	
Ashford Bank	Ashford Pomfret and Co.	4834	
Aylesbury Old Bank	Aylesbury Cobb, Bartlett, and Co.	7809	
Banbury Bank	Banbury Gillett and Co.	5615	
Banbury Old Bank	Banbury T. R. Cobb and Son	5788	
Bedford Bank	Bedford Barnard and Co.	12185	
Bedfordshire Leighton Buzzard Bank	Leighton Buzzard	Bassett, Son, and Harris	15023
Bicester and Oxfordshire Bank and } Oxford Bank	Bicester	Tubb and Co.	8935
Buckingham Bank	Buckingham	Bartlett and Co.	7323
Bury and Suffolk Bank, Sudbury } Bank, and Stowmarket Bank	Bury St. Edmunds	Oakes, Bevan, and Co.	14361
Cambridge and Cambridgeshire Bank	Cambridge	Foster and Co.	22385
Canterbury Bank	Canterbury	Hammond and Co.	6540
City Bank, Exeter	Exeter	Milford and Co.	3970
Colchester Bank	Colchester	Gurneys, Round, Green, and Co.	9750
Darlington Bank, Durham Bank, } and Stockton-on-Tees Bank	Darlington	Backhouse and Co.	42386
Derby Bank	Derby	Samuel Smith and Co.	6794
Dorchester Old Bank and Dorset- } shire Bank	Dorchester	R. R. Williams and Co.	17328
East Riding Bank	Beverley	Beckett and Co.	34258
Exeter Bank	Exeter	Sanders and Co.	8239
Faversham Bank	Faversham	Hilton and Co.	2356
Hertfordshire, Hitchin Bank	Hitchin	Sharples and Co.	13284
Hull Bank and Kingston-upon-Hull } Bank	Hull	Smith Brothers and Co.	9765
Huntingdon Town and County Bank	Huntingdon	Veasey and Co.	8445
Ipswich Bank	Ipswich	Bacon and Co.	11350
Ipswich and Needham Market Bank, } Suffolk, Hadleigh Bank, Man- } ningtree and Mistley Bank, and } Woodbridge Bank	Ipswich	Gurneys, Alexanders, and Co.	23533
Kington and Radnorshire Bank	Kington	Davies and Co.	14440
Leeds	Leeds	Beckett and Co.	45798
Leeds Union Bank	Leeds	Wm. Wms. Brown and Co.	19482
Lincoln Bank	Lincoln	Smith, Ellison, and Co.	55001
Llandovery Bank, Lampeter Bank, } and Llandilo Bank	Llandovery	D. Jones and Co.	15031
Lymington Bank	Lymington	St. Barbe and Co.	869
Lynn Regis and Lincolnshire Bank	Lynn Regis	Gurneys and Co.	15809
Naval Bank, Plymouth	Plymouth	Harris, Bulteel, and Co.	5565
Newark Bank	Newark	Samuel Smith and Co.	6044
Newark and Sleaford Bank, and } Sleaford and Newark Bank	Sleaford	Peacock and Co.	12802
Newmarket Bank	Newmarket	Hammond and Co.	6454
Norwich and Norfolk and Faken- } ham Banks	Norwich	Gurneys, Birkbecks, and Co.	38041
Nottingham Bank	Nottingham	Samuel Smith and Co.	16608
Oxford Old Bank	Oxford	Parsons and Co.	14766
Oxfordshire Witney Bank	Witney	Gillett and Co.	3471
Reading Bank	Reading	Simonds and Co.	10027
Reading Bank	Reading	Stephens, Blandy, and Co.	8758
Richmond Bank	Richmond	Roper and Co.	4359
Royston Bank	Royston	Fordham and Co.	3252
Saffron Walden and North Essex Bank	Saffron Walden	Gibson, Tuke, and Co.	7526
Salisbury Old Bank	Salisbury	Pinckney Brothers	1877
Scarborough Old Bank	Scarborough	Woodall and Co.	9506
Tring Bank and Chesham Bank	Tring	Butcher and Sons	7753

Name, Title, and Principal Place of Issue.			Average Amount.
Uxbridge Old Bank	Uxbridge	Woodbridge and Co.	£ 938
Wallingford Bank	Wallingford	Hedges, Wells, and Co.	1323
Wellington-Somerset Bank	Wellington	Fox, Fowler, and Co.	3400
West Riding Bank, Wakefield and Pontefract Bank	Wakefield	Leatham, Tew, and Co.	21700
Weymouth Old Bank and Dorchester Bank	Weymouth	Eliot, Pearce, and Co.	4390
Wisbech and Lincolnshire Bank	Wisbech	Gurney and Co.	13096
Worcester Old Bank and Tewkesbury Old Bank	Worcester	Berwick, Lechmere, and Co.	13005
Yarmouth and Suffolk Bank, and Halesworth and Suffolk Bank	Yarmouth	Gurneys, Birkbeck, and Co.	17674
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Lacons, Youell, and Co.	4013

JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
Bank of Whitehaven Limited	Whitehaven	...	£ 12003
Barnsley Banking Company Limited	Barnsley	...	5027
Bradford Banking Company Limited	Bradford	...	19637
Bradford Commercial Banking Company Limited	Bradford	...	12404
Burton Union Bank Limited	Burton-upon-Trent	...	15948
Carlisle and Cumberland Banking Company Limited	Carlisle	...	23953
Carlisle City and District Bank Limited	Carlisle	...	20110
County of Gloucester Banking Company Limited	Cheltenham	...	30796
Cumberland Union Banking Company Limited	Carlisle	...	34083
Derby and Derbyshire Banking Company Limited	Derby	...	6547
Halifax and Huddersfield Union Banking Company Limited	Halifax	...	13635
Halifax Commercial Banking Company Limited	Halifax	Not received.	
Halifax Joint Stock Banking Company Limited	Halifax	...	13600
Huddersfield Banking Company Limited	Huddersfield	...	22440
Knarborough and Claro Banking Company Limited	Harrogate	...	23363
Lancaster Banking Company	Lancaster	...	60623
Leicestershire Banking Company Limited	Leicester	...	31842
Lincoln and Lindsey Banking Company Limited	Lincoln	...	49009
Moore and Robinson's Nottinghamshire Banking Company Limited	Nottingham	...	14278
North and South Wales Bank Limited	Liverpool	...	51514
Nottingham and Nottinghamshire Banking Company Limited	Nottingham	...	24496
Parer's Leicestershire Banking Company Limited	Leicester	...	23111
Sheffield and Hallamshire Bank Limited	Sheffield	...	8040
Sheffield and Rotherham Joint Stock Banking Company Limited	Sheffield	...	14147
Sheffield Banking Company Limited	Sheffield	...	13428
Stamford, Spalding, and Boston Banking Company Limited	Stamford	...	37036
Stuckey's Banking Company Limited	Langport	...	125088
Swaledale and Wensleydale Banking Company Limited	Richmond	...	43834
Wakefield and Barnsley Union Bank Limited	Wakefield	...	8137
West Riding Union Banking Company Limited	Huddersfield	...	12514
Whitehaven Joint Stock Banking Company Limited	Whitehaven	...	22800
Wilts and Dorset Banking Company Limited	Salisbury	...	55338
York City and County Banking Company Limited	York	...	92610
Yorkshire Banking Company Limited	Leeds	...	107544
York Union Banking Company Limited	York	...	69540

In Parliament.—Session 1896.

WILLSON'S INVENTION FOR IMPROVED METALLIC CARBIDES, APPLICABLE FOR USE IN THE PRODUCTION OF ACETYLENE AND MEANS FOR PRODUCING THE SAME;

ELLIS (WILLSON) INVENTION FOR IMPROVEMENTS IN THE PRODUCTION OF METALLIC CARBIDES AND OF ILLUMINATING GAS DERIVED THEREFROM.

(Antedating Issue and Confirmation of Patents.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act for the following purposes or some of them (that is to say):—

To antedate, continue, and confirm Letters Patent granted or to be granted in respect of the following applications:—

Application for Letters Patent, bearing date the 1st day of September, 1894, and numbered 16705, by Thomas Leopold Willson, Electrical Engineer, of No. 19, West Thirty-eighth-street, in the city of New York, United States of America, for the term of fourteen years, for an invention of "Improved Metallic Carbides for use in the production of Acetylene and means for producing the same."

Application for Letters Patent, bearing date the 27th day of August, 1894, and numbered 16342, by George Beloe Ellis (a communication from the said Thomas Leopold Willson) for a term of fourteen years for an invention of "Improvements in the production of Metallic Carbides and of Illuminating Gas derived therefrom."

To authorize, empower, and require the Comptroller-General of Patents, Designs, and Trade Marks, to antedate such Letters Patent respectively, as of the 28th day of February, 1894, being the date of the application in the United States of America in respect of the said invention, and to provide that the said Comptroller shall endorse a certificate on such Letters Patent of the same having been so antedated.

To provide that from and after the antedating of the said Letters Patent respectively, the same shall be deemed to be continued and confirmed, and to be as good, valid, and effectual, to all intents and purposes whatsoever, as if the said Letters Patent had been antedated when first issued.

Printed copies of the said 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 21st day of November, 1895.

NEWBURN and ELLIS, Chartered Patent Agents, 55 and 56, Chancery-lane, W.C.
SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

Electric Lighting Acts, 1882 and 1888.

Great Berkhamsted and Northchurch Electric Lighting.

(Power to the Bedford Electric Light Company Limited to Produce, Store, and Supply Electricity, Electrical Energy and Power within the Parishes of Great Berkhamsted and Northchurch, in the county of Hertford; to Construct Works; to Lay Down Wires, and other Apparatus; and to Break Up Streets therein; to Acquire Land; Agreements with and Powers to Local Authorities; Incorporation of Acts).

NOTICE is hereby given, that application is intended to be made by the Bedford Electric Light Company Limited, of 3, St. Paul's-square, Bedford, in the county of Bedford (here-

inafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorize and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the parishes of Great Berkhamsted and Northchurch, in the county of Hertford (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, 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 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 or enabling the Company 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 Company as may be necessary for effecting the objects of the proposed Undertaking.

To enable the Company to purchase, hold, acquire, or take on lease any lands, or interests, or easements in land, and to erect, maintain, use and work upon such land all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorize the Company to manufacture, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said Order, and to acquire, work, and use patents and licences for patents for the making, producing, controlling, and measuring, or otherwise, relating to the supply of electricity.

To enable the Company on the one hand, and 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 fulfil agreements as to the supply 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 if thought fit, to authorize such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorize the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed Undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon

the Company all or some of the powers within the area of supply, which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon Undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorize or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down in the following street within a period of two years after the commencement of the Order. In the High-street from Claremont Baptist Church to Boswell-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:—

Berkhamsted St. Peters.

Prince Edward-street, Elm-grove, Cowper-road, part of Charles-street from Kitsbury-road to King's-road, Clarence-road, Kitsbury-terrace, Torrington-street, Montague-road, Angle-place, Shrublands-road, Hamilton-road, Middle-row or Fish-street.

Northchurch.

Thorne's-yard (near George Inn).

The canal which the Company propose to take powers to pass or cross over or under, is as follows:—

The Grand Junction Canal.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same, at the office of C. H. Rew, 87, High-street, Berkhamsted, and at the office of E. and J. Mote, 1, South-square, Gray's-inn, London, W.C., Solicitors. 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. A copy must at the same time be sent to the undersigned E. and J. Mote.

Dated this 9th day of November, 1895.

JESSOPP and SON, 3, St. Paul's-square, Bedford, Solicitors to the Bedford Electric Light Company Limited.

E. and J. MOTE, 1, South-square, Gray's-inn, London, W.C., Parliamentary Solicitors for the abovenamed Bedford Electric Light Company Limited.

Board of Trade.—Session 1896.

Folkestone (Corporation) Electric Lighting Provisional Order.

(Application to the Board of Trade under "The Electric Lighting Acts, 1882 and 1888" for a Provisional Order enabling the Mayor, Aldermen, and Burgesses of the Borough of Folke-

stone (acting by the Corporation as the Urban District Council for the Urban District of Folkestone, being so much of the said Borough as is not included within the Urban District of Sandgate), to Produce and Supply Electric Light for public and private Purposes, within the Urban District of Folkestone, and to Levy, Make, and Recover Rates, and Charges therefor, and to break up Streets, Railways, and Tramways, and to cross Rivers and Canals, and lay Electric Lines, to manufacture, hire, sell, and let Electric Apparatus, and other Incidental Powers.)

NOTICE is hereby given, that the mayor, aldermen, and burgesses of the borough of Folkestone, acting as the Urban District Council under the Folkestone Improvement Act, 1855, and the Public Health Acts (hereinafter called "the Corporation"), and whose address is the Town Hall, Folkestone, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under "The Electric Lighting Acts, 1882 and 1888," for the following purposes, or some of them (that is to say):—

1. To enable the Corporation to make and maintain on any lands now belonging to them or which they may hereafter acquire, works for the production, storage, supply, and distribution of electricity, and to supply the same for all or any public and private purposes within the Urban district of Folkestone, hereinafter called the "Area of Supply," 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 Gasworks Clauses Act, 1847," and "The Gasworks Clauses Act, 1871," and such other rights and powers as may be conferred by the Order, including the power to levy, charge, and recover rates, rents, and charges, and to make, lay down, erect, construct, and place all such works, buildings, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, apparatus, matters and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. The following are the names of the streets in which it is proposed that electric lines should be laid down within the period of two years (that is to say):—

Harbour street, Tontine-street, Dover-road (part of), Rendezvous-street, Grace Hill (part of), Guildhall-street, Sandgate-road (part of), West-terrace, The Leas, Longford-terrace, Shakespeare-terrace, Castle Hill-avenue (part of), Clifton-road (part of), Clifton-crescent, Earl's-avenue (part of), Sandgate-road to Grimston-avenue.

3. 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, public and private streets, roads, highways, footways, thoroughfares, railways, tramways, 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, and particularly so to break up, stop up, or interfere with all streets, roads, highways, footways, and thoroughfares, within the area of supply, repairable by the Corporation, and the following street, road, footway, thoroughfare, and place not so repairable (that is to say):—

Earl's-avenue, South of Sandgate-road, and to cross, or pass over, under, through, or along rivers and canals, within the area of supply, and to cross or pass over, under, or along, and break up all or any railways and tramways,

so far as they are respectively situate within the area of supply, and to lay, place, renew, alter, and maintain in, under, over, across, and along such streets, roads, highways, footways, thoroughfares, places, railways, tramways, rivers, and canals, electric lines, wires, conductors, switches, mains, pipes, meters, and other apparatus for the supply of electricity and electric currents.

4. To authorise the Corporation to manufacture, hire, sell, and let dynamos, meters, burners, lamps, engines, conductors, machinery, wiring, fittings, and apparatus for and in relation to the production, supply, distribution, or utilisation of electricity, and to make and recover rents and charges therefor.

5. To enable the Corporation 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 utilisation and distribution of electricity.

6. To enable the Corporation and any local authority, Company, or person to enter into and fulfil contracts and agreements for and in relation to all or any of the purposes before mentioned, and to enable the Corporation to sell, demise, or let to such local authority, Company, or person any lands for the time being belonging to the Corporation, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

7. To incorporate with the intended Order, with or without alteration the provisions, or some of the provisions of "The Gasworks Clauses Act, 1847"; "The Gasworks Clauses Act, 1871"; and "The Lands Clauses Acts," except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

8. 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 proposed area of supply, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, with the Town Clerk of Folkestone, at his office at the Town Hall, Folkestone, and also at the office of the Board of Trade, Whitehall, London.

9. Printed copies of the draft Provisional Order will be deposited at the said 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 offices of the undersigned, on payment of one shilling for each copy.

10. Any local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the intended 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 next, and a copy of such objection must also be forwarded to the offices of either of the undersigned.

Dated this 21st day of November, 1895.

W. G. S. HARRISON, Town Clerk, Folkestone.

DYSON and Co., 24, Parliament-street, Westminster; Parliamentary Agents.

In Parliament.—Session 1896.

Cornwall Minerals Railway.

(Additional Capital; Preference and priority of new capital and dividend; Discharge of debts to Great Western Railway Company; Purchase

of additional lands at St. Austell and Fowey; Amendment of Acts.)

A APPLICATION will be made to Parliament in the next Session thereof by the Cornwall Minerals Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, viz. :—

To authorise the Company to apply, for the purposes of the Bill, any of their existing or authorised capital or funds, and for this purpose and the general purposes of their undertaking to raise additional capital by the creation of new ordinary or preference shares or stocks and by borrowing on mortgage and by the issue of debenture stock, and to define the position of such additional capital and the interest or dividend thereon and the priority thereof with reference to other capital of the Company and interest or dividend thereon; and to any rights or claims of creditors or otherwise against the Company, and to give to the new capital and the interest or dividend thereon such precedence and priority as may be defined or provided for by the Bill.

To empower the Company to pay off out of money so raised any debts due by them to the Great Western Railway Company, and to discharge any liabilities towards the Great Western Railway Company to which the Company is now subject.

To provide that any capital money raised for the purposes of the general undertaking of the Company or under the powers of the intended Act may be applied to the purposes of the separate undertaking of the Company known as the Goonbarrow Branch, and that moneys charged upon the Goonbarrow Branch separate undertaking may be applied to the purposes of the general undertaking.

To authorise and provide for the apportionment of the receipts from traffic passing over the said Goonbarrow Branch between the capital applicable to that branch and the remainder of the capital of the Company.

To authorise the Company to purchase and take by compulsion or agreement for the purposes of their undertaking the lands, including any houses and buildings thereon hereafter described, viz. :—

Lands in the parish of St. Austell, in the county of Cornwall, near Caudle Downs China Clay Works, which lands are situate on the west side of the said railway, and nearly opposite the point marked 1 mile 5 furlongs on the deposited plans of the said railway referred to in the Cornwall Minerals Railway Act, 1890, and numbered on the said plans 150 and 152 in the said parish, and which lands are situate between the said railway and the main road from Bodmin to St. Austell.

Lands in the parish of Fowey, in the county of Cornwall, being foreshore lands opposite Colvithic Wood in the said parish situate adjoining, and on the east side of the Lostwithiel and Fowey Railway of the Company, and extending from a point near the signal box at Upper Carne Point Junction on the said railway to a wharf now in course of construction on the east side of the said railway being a length of about 450 yards measured northward along the line of the said railway.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the Lands Clauses Acts and the necessary provisions of "The Companies Clauses Acts";

1845, 1863, and 1869," and it will amend, so far as incidentally necessary for the purposes aforesaid, the following local and personal Acts, that is to say:—

The 36 and 37 Vic., cap. 162, and any other Act relating to the Cornwall Minerals Railway Company...

On or before the 30th November instant 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, lessces, or reputed lessees and occupiers of the said lands, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall at his office at Bodmin, and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which the said lands are situate, with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk thereof 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 18th day of November, 1895.

R. A. READ, JUN., 45, Parliament-street, Westminster, S.W., Solicitor.

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

Board of Trade.—Session 1896.

Electric Lighting Acts, 1882 and 1888.

Great Crosby and Waterloo Electric Lighting Company, Limited, to Produce, Supply, and Store Electricity for Lighting, and other purposes; to Break up Public and Private Streets and other places in the respective Districts of the Urban District Council for Great Crosby and the Urban District Council for Waterloo-with-Seaforth, in the county of Lancaster; and to Erect, Lay Down, Provide, and Maintain Wires and other Apparatus and Works; Acquire Lands and other Rights, and Supply Lamps, Meters, and Fittings; Powers to the Local Authorities and others, and Agreements with them; Power to Demand and Recover Rents and Charges, &c., and to make Regulations as to Fittings, &c.; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made by the Liverpool District Lighting Company, Limited, of No. 9, Cook-street, in the city of Liverpool (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes:—

To authorize and empower the Company to supply and store 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, or some part thereof, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, rail-

ways, tramways, canals, towing-paths, bridges, culverts, sewers, gas, and water and water-power mains and pipes, and telegraph and telephone tubes, pipes, wires, and posts 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 Company to supply, produce, store, convey, transmit, or distribute electricity for the several private or public purposes aforesaid, within the said area, and all other works to carry into effect the objects of the proposed undertaking.

To authorize the Company to enter upon any houses, buildings, lands, and premises supplied by them for any purposes relative to such supply.

To enable the Company on the one hand, and any local authority on the other hand, to enter into and carry into effect agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places, as aforesaid.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works and to the Company, as undertakers of the same, all or some of the provisions of the "Electric Lighting Acts, 1882 and 1888," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers, within the area of supply hereinafter mentioned, that by the "Electric Lighting Acts, 1882 and 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 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 Company 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.

To enable the Company on the one hand, and the Liverpool Overhead Railway Company on the other hand, to enter into and from time to time vary or rescind agreements with regard to the supply of electricity by either to the other of them.

The area of supply within which it is proposed that the provisions of the said Provisional Order shall be in force and have effect, is the whole area included in the respective districts of the Urban District Council for Great Crosby, and the Urban District Council for Waterloo-with-Seaforth.

The streets in which it is proposed that electric lines should be laid down within a specified time, are the streets following (that is to say):—

The Serpentine North, the Serpentine South, Beach Lawn, Adelaide-terrace, East-street, Bath-street, Brunswick-parade, and part of South-road.

The Company propose to take powers to break up the railways within the said area of supply belonging to the Lancashire and Yorkshire Railway Company.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons

applying for the same, at the office of Messrs. Field, Roscoe and Co., 36, Lincoln's-inn-fields, London; at the offices of the Company, No. 9, Cook-street, in the city of Liverpool, in the county of Lancaster; at the premises of Mr. William A. Waters, 45, South-road, Waterloo, and of Mr. Arthur Knight, 15, Moorlane, Great Crosby, in the county of Lancaster.

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 objections must also be forwarded to the undersigned Solicitors for the Order.

Dated this 18th day of November, 1895.

AYRTON, RADCLIFFE and WRIGHT, 9, Cook-street, Liverpool, Solicitors.

In Parliament.—Session 1896.

Brighton and Rottingdean Seashore Electric Tramroad.

(Extension of time for completion of Works authorised by Act of 1893; Working and Traffic Agreements; Power to Lease Tramroad; Amendment of Provisions relating to National Telephone Company; Additional Capital; Amendment of Act.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Brighton and Rottingdean Seashore Electric Tramroad Company (hereinafter called "the Company") for leave to introduce a Bill for the purposes, or some of the purposes, following (that is to say):—

To extend the time limited by the Brighton and Rottingdean Seashore Electric Tramroad Act, 1893, for the construction and completion of the tramroad and works by that Act authorised.

To authorise the Company to enter into and fulfil traffic agreements and arrangements with the Brighton, Worthing, and South Coast Steamboat Company, Limited, the Brighton, Hove, and Preston United Omnibus Company, Limited, the owners of Volk's Electric Railway, and any other steamboat, omnibus, or other company or parties conveying traffic to or from the Company's tramroad.

To repeal or amend the provisions of Section 24 of the Company's Act of 1893, in accordance with the report of the Joint Committee of both Houses of Parliament, subject to the regulations of the Board of Trade.

To lease the tramroad to Volk's Electric Power and Traction Company, Limited, or to the owners of Volk's Electric Railway, and to enable the Company to grant and the said Limited Company and the said owners respectively to accept a lease for such term, on such conditions, and for such rent or consideration as may be agreed upon or otherwise, to enable the Company and the said Limited Company and owners, or either of them, to make agreements with respect to the working and use of the tramroad, the conveyance of traffic, fixing and levying of tolls and charges, and other incidental matters.

To authorise and empower the Company 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 the creation and issue of debenture stock in manner to be prescribed by the Bill.

The Bill will vary or extinguish any rights or privileges inconsistent with its objects, and confer other rights and privileges, and will, so

far as may be necessary or expedient for the purposes thereof, vary or repeal the provisions or some of the provisions of the Brighton and Rottingdean Seashore Electric Tramroad Act, 1893.

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.

J. K. NYE and TREACHER, 58, Ship-street, Brighton, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Realisation and Debenture Corporation of Scotland Limited.

(Alteration of Memorandum and Articles of Association; Rearrangement and Reduction of Capital; Readjustment of Dividend, Voting Powers and other Rights of Shareholders; Preference Shares; Consents of Shareholders, Borrowing Powers; Debentures and Debenture Stock, 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:—

1. To alter, amend, extend, cancel, annul or repeal, all or some of the provisions of the Memorandum and Articles of Association of the Realisation and Debenture Corporation of Scotland Limited (hereinafter called "the Corporation"); and to make and enact other provisions in lieu thereof, or in substitution therefor, or in addition thereto.

2. To rearrange, define, and regulate the capital of the Corporation, to alter and reduce, or provide for the alteration and reduction of the nominal amount of the capital, and the nominal value or amount of the shares of the Corporation, to cancel existing shares of the Corporation, and to create and issue new shares and stock, ordinary or preferential, in lieu thereof, and to make new provisions in relation to such capital.

3. To alter and readjust, and to define the rights, powers, liabilities, and priorities of the holders of the different classes of shares, including founders' shares, into which the capital of the Corporation has been or may be divided, as regards division and distribution of profits, repayment of capital, reserve funds, voting power, and other matters.

4. To enable the Corporation and the Directors thereof to carry into effect any of the above objects, and to issue as preference shares, with such rights, powers, liabilities, and priorities as the Bill may define, all or any of the existing unissued shares of the Corporation, or any new shares which may hereafter be created, and to provide that any existing unissued shares and any new shares may be paid up in full.

5. To enable the Corporation, if thought fit, to carry into effect any of the above objects by Special Resolutions of the shareholders of the Corporation, and to alter or vary the provisions of such Special Resolutions, from time to time, by other Special Resolutions as may be thought expedient.

6. To define and regulate the manner in which the consent of the holders of each class of shares in the Corporation, to any matter affecting the interests of such class may be effectually given.

7. To enable the Corporation to alter, extend, or limit its borrowing powers, to create and issue perpetual or redeemable debentures or debenture stock, to provide for the conversion of the existing issue of debenture stock of the Corporation into new debenture stock, and to confirm the creation and issue of any debenture stock already existing, or that may be created and issued prior to the passing of the Bill.

8. To make provisions with reference to the surrender of shares or stock, and the issue of new shares or stock in lieu thereof, and to make such other provisions as may be necessary with reference to any of the matters aforesaid.

9. To vary or extinguish any existing rights and privileges which might interfere with, or prevent the execution of the purposes of the Bill, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect:

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

Dated the 19th day of November, 1895.

TODS, MURRAY, and JAMIESON, W.S.,
Edinburgh.

LINKLATER, ADDISON, BROWN, and JONES,
2, Bond-court, Walbrook, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Birchington Pier.

(Construction of Pier, &c.; Tolls, Rates, and Charges; Licences, Bye-laws, &c.; Powers as to Capital and Sale or Lease of Undertaking; Incorporation of Acts; and other Purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order by a certain person or persons, or a Company, to be hereafter named (hereinafter called "the Promoters") pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any other Acts enabling them in that behalf, for the following or some of them, that is to say:—

To empower the Promoters—

1. To make and maintain a pier with all proper landing places, tramways, roads, approaches, sheds, toll houses, toll gates and bars, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences connected therewith on the west side of Epple Bay, in the parish of Birchington and county of Kent, and on the foreshore and bed of the sea adjacent thereto, such pier commencing at a point on the shore 145 yards or thereabouts measured in a northerly direction from the north-east corner of the Epple Bay Coastguard Station, and extending thence seawards in a northerly direction in a straight line for a distance of 1,000 yards or thereabouts and there terminating and having a pier-head one arm of which will extend in a westerly and south-westerly direction for a distance of 30 yards or thereabouts and the other arm in an easterly and south-easterly direction for a distance of 30 yards or thereabouts from the termination of the proposed pier.

2. To erect upon or near to the said pier, saloons, pavilions, waiting, refreshment, reading, and other rooms, shops, bazaars, baths, and other conveniences, with suitable approaches thereto.

3. To purchase, take on lease, or otherwise

acquire by agreement the lands or hereditaments necessary for the purposes of the intended pier and works and the approaches thereto.

4. To demand, take, and recover tolls, rates, rents, dues, and charges upon or in respect of the use of the pier and works from steam and other vessels using the same, and from passengers and luggage, goods, animals, minerals, and merchandise landed or embarked at or from the pier, and persons using the pier as a promenade or for the purposes of recreation, and from time to time to alter the tolls, rates, rents, dues, and charges, and to confer, vary, or extinguish exemptions from time to time, and to confer, vary, or extinguish other rights or privileges.

5. To hold refreshment licences, and to make bye-laws, rules, and regulations for the management, use, and protection of the pier works and property, and the control and regulation of vessels, persons, goods, and vehicles using the same, and the conduct of the officers and servants employed by the Promoters, and to impose penalties for the breach of any such bye-laws, rules, and regulations, and any provision of the proposed Provisional Order, and to appoint and remove piermasters, tolltakers, and other officers and servants, and to define the limits within which the powers of such piermasters, tolltakers, officers and servants may be exercised.

6. To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment of so much of the sea-beach and foreshore and the land adjoining thereto as may be occupied by or be necessary for the pier works and approaches.

7. To authorize, if need be, the Promoters to raise money by shares and by borrowing, and regulate and define their share and loan capital.

8. To sell, lease, or let the whole or any part of the Undertaking, or the tolls, rates, rents, dues, and charges to be levied and charged in respect thereof, and to authorize any person, persons, or Company to purchase or take a lease thereof.

9. To incorporate with the proposed Provisional Order the provisions or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the Lands Clauses Acts (so far as they relate to the purchase of land by agreement), and to confer upon the Promoters the powers and facilities contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and such other powers and provisions as may be deemed expedient.

10. And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the proposed pier and works and a copy of this notice as published in the London Gazette, will be deposited at the office of the Board of Trade, Whitehall-gardens, London, and with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, in that county, at the Custom House at Ramsgate, in the said county, and in the Private Bill Office, House of Commons, and in the office of the Clerk of the Parliaments, House of Lords.

11. Printed copies of the draft Provisional Order may, on and after the 23rd day of December next, be obtained at the offices of the undersigned on payment of one shilling for each copy.

Dated this 20th day of November, 1895.

SANDERSON, HOLLAND, ADKIN, and Co.,
46, Queen Victoria-street, London, E.C.
BURDETT - CUNNINGHAM and Co., Palace-
chambers, Westminster.

JOHN KENNEDY, W.S., 25, Abingdon-
street, Westminster.

In Parliament.—Session 1896.

Sheffield Corporation Water.

(New Reservoirs and other Works; Power to divert and use Waters of River Porter or Little Don and tributaries thereof; Purchase of Lands, Waters, &c.; Provisions as to superfluous Lands; Power to construct other works and to stop up Roads and Footpaths, &c.; Provisions as to Compensation; Cost of Meters supplied by Corporation to be charged to Capital Account; Further Borrowing Powers; Provisions as to supply of Water to Corporations of Barnsley, Rotherham and Doncaster; Power to agree with those Corporations, or either of them, as to such supply; Confirmation of Agreements; Power to those Corporations, or either of them, to increase Rates and to borrow Money; Power to Corporation of Rotherham to consolidate loans, and extending period for repayment of such loans; Provision as to Costs of Act and of opposition to Barnsley Corporation Water Bill; Purchase of Water Undertaking of Stocksbridge Urban District Council; Provision as to supply of Water to Local Authorities, &c.; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Citizens of the City of Sheffield (hereinafter called the Corporation) for an Act for all or some of the following purposes, that is to say:—

To empower the Corporation to make and maintain the following waterworks, roads, tramroad, and other works situate wholly in the West Riding of the County of York, or some of them, or some part or parts thereof, that is to say:—

- (1) A reservoir (to be called the Langsett Reservoir) to be situate partly in the township of Langsett, in the parish of Penistone, and partly in the township of Bradfield, in the parish of Ecclesfield, and to be formed by means of an embankment across the valley of the Porter or Little Don River (which river is hereinafter referred to by the latter name), at a distance of 29 chains, or thereabouts, measured in a straight line in a south-westerly direction from the junction of the lane at Bridge Holme with the highway leading from Deepcar to Langsett, known as the Wadsley, Langsett, and Sheffield road, and extending in a westerly direction to a point in the Little Don River, $1\frac{1}{2}$ chains, or thereabouts, east of Brook House Bridge, and in a south-westerly direction in Thickwoods Brook, 16 chains, or thereabouts, south-south-west of Carr Bridge, carrying the lane known in part as Carr-lane and in part as Thickwoods-lane over the Thickwoods Brook. The said embankment will extend from the centre of the Little Don River 11 chains, or thereabouts, in a north-westerly direction, and for a distance of $6\frac{1}{2}$ chains, or thereabouts, in a south-easterly direction.
- (2) A reservoir (to be called the Hagg Brook Reservoir) to be situate wholly in the township of Bradfield, in the parish of Ecclesfield, and to be formed by means of an embankment across the valley of the Hagg Brook at a distance of 14 chains, or thereabouts, measured in a south-south-westerly direction from the bridge known as Hagg Bridge, carrying the road known in part as Midhope-lane and in part as Midhope Hall-lane over the Hagg Brook, and extending in a south-westerly direction to a point in Shaw Brook, $11\frac{1}{2}$

chains, or thereabouts, measured in a south-westerly direction from the bridge carrying the road known in part as Shaw-lane and in part as Gill Royd-lane over the Shaw Brook, and in a south-easterly direction to a point in Edge Cliff Brook, $86\frac{1}{2}$ chains, or thereabouts, measured in a south-easterly direction from the junction of that brook with Shaw Brook. The said embankment will extend from the centre of Hagg Brook for a distance of $10\frac{1}{2}$ chains, or thereabouts, in a north-westerly direction, and for a distance of 6 chains, or thereabouts, in a south-easterly direction.

- (3) A reservoir (to be called the Midhope Reservoir) to be situate partly in the townships of Langsett and Hunshelf, in the parish of Penistone, and partly in the township of Bradfield, in the parish of Ecclesfield, and to be formed by means of an embankment across the valley of the Little Don River at a distance of $5\frac{1}{2}$ chains, or thereabouts, measured in a west-north-westerly direction from the Unsliven Bridge, carrying the highway from Deepcar to Langsett, known as the Wadsley, Langsett, and Sheffield road, across the Little Don River, and extending in a west-north-westerly direction to a point in the Little Don River at the weir of Midhopestones corn mill. The said embankment will extend from the centre of the Little Don River for a distance of $12\frac{1}{2}$ chains, or thereabouts, measured in a north-north-easterly direction, and for a distance of $10\frac{1}{2}$ chains, or thereabouts, measured in a south-south-westerly direction.
- (4) A new road, situate partly in the township of Langsett, in the parish of Penistone, and partly in the township of Bradfield, in the parish of Ecclesfield, commencing by a junction with the road from Deepcar to Langsett, known as the Wadsley, Langsett and Sheffield road, at the north-west corner of the field or close numbered 516 on the ordnance map ($\frac{1}{25000}$ scale), in the township or civil parish of Langsett, and terminating by a junction with Penistone-lane in Upper Midhope, in the township of Bradfield, in the parish of Ecclesfield, at a point 8 chains, or thereabouts, north of the junction of that lane with Midhope-lane.
- (5) A widening of Penistone-lane, in the township of Bradfield, in the parish of Ecclesfield, commencing at the termination of the road last hereinbefore described, and terminating at its junction with Midhope-lane at the south-western corner of the field or close numbered 6783 on the ordnance map ($\frac{1}{25000}$ scale), in the township or civil parish of Bradfield.
- (6) An alteration or deviation of the road known in part as Shaw-lane and in part as Gill Royd-lane, in the township of Bradfield, in the parish of Ecclesfield, extending for a distance of 5 chains, or thereabouts, in a north-westerly direction, and for a distance of $6\frac{1}{2}$ chains, or thereabouts, in a south-easterly direction from the centre of the bridge carrying the said road over the Shaw Brook.
- (7) A diversion of the road leading from Deepcar to Langsett, known as the Wadsley, Langsett, and Sheffield road, commencing at the crossing of that road and the Mortimer-road, 3 chains, or thereabouts, measured in a straight line in a north-north-westerly direction from the centre of Midhopestones Bridge, carrying the said Mortimer-road

- over the Little Don River, and terminating by a junction with the said road from Deepcar to Langsett, at a point 24 chains, or thereabouts, measured in a straight line in a south-easterly direction from Unsliven Bridge, carrying the said road from Deepcar to Langsett across the Little Don River, which said diversion will be situate in the townships of Langsett and Hunshelf, in the parish of Penistone, and the township of Bradfield, in the parish of Ecclesfield.
- (8) A tramroad of the standard gauge of 4 feet 8½ inches, the carriages or trucks upon which are intended to be moved by steam power in the form of locomotive engines, commencing at a point 12½ chains, measured in a straight line in a south-westerly direction from the junction of the lane at Bridge Holme with the road leading from Deepcar to Langsett, known as the Wadsley, Langsett, and Sheffield road, and situate in the field or close numbered 554 on the ordnance map ($\frac{1}{2500}$ scale), in the township or civil parish of Langsett, and terminating at a point 11 chains, or thereabouts, measured in a straight line in a westerly direction from the western extremity of the reservoir belonging to Messrs. Samuel Fox and Company, Limited, and numbered 679 on the ordnance map ($\frac{1}{2500}$ scale), situate in the township or civil parish of Hunshelf, which said tramroad will be wholly situate in the townships of Langsett and Hunshelf, in the parish of Penistone, and the township of Bradfield, in the parish of Ecclesfield.
- (9) An aqueduct, conduit, or line of pipes commencing in the eastern corner of a field numbered 401 on the ordnance map ($\frac{1}{2500}$ scale), in the township or civil parish of Langsett, and terminating at a point 4 chains, or thereabouts, measured in a straight line in an easterly direction from the north-eastern corner of Saint Matthias' Church, Stockbridge, which work will be wholly situate in the townships of Langsett and Hunshelf, in the parish of Penistone, and the township of Bradfield, in the parish of Ecclesfield.
- (10) A conduit, tunnel, or line of pipes to be situate wholly in the township of Bradfield, in the parish of Ecclesfield, commencing at a point on the Edge Cliff Brook, 38½ chains, or thereabouts, measured in a straight line in a south-easterly direction from the junction of that brook with the Shaw Brook, and terminating at a point in the Knoll Brook, 41 chains, or thereabouts, measured in a straight line in a south-south-westerly direction from the Brooks Bank Bridge, carrying Oaks-lane across the Knoll Brook.
- (11) A line of pipes (No. 1) commencing in the intended Langsett Reservoir, near the embankment thereof, and terminating in the road from Deepcar to Langsett, at a point 3 chains, or thereabouts, measured in an easterly direction from the junction therewith of the lane at Bridge Holme. Such line of pipes (No. 1) will be situate wholly within the township of Langsett, in the parish of Penistone, and the township of Bradfield, in the parish of Ecclesfield.
- (12) A line of pipes (No. 2) commencing in the intended Hagg Brook Reservoir, near the embankment thereof, and terminating in the said road leading from Deepcar to Langsett, at a point 2 chains, or thereabouts, measured in a south-south-easterly direction from the farm-house, known as Uskers,
- by a junction with the intended line of pipes (No. 4) hereinafter mentioned, which said line of pipes (No. 2) will be situate in the township of Bradfield, in the parish of Ecclesfield, and the township of Langsett, in the parish of Penistone.
- (13) A line of pipes (No. 3) commencing by a junction with the aforesaid line of pipes (No. 1) at a point 8 chains, or thereabouts, measured in a south-westerly direction from Bridge Holme, and terminating by a junction with the aforesaid line of pipes (No. 2) at a point 5 chains, or thereabouts, measured in a north-easterly direction from Hagg Bridge, which said line of pipes (No. 3) will be situate in the township of Langsett, in the parish of Penistone, and the township of Bradfield, in the parish of Ecclesfield.
- (14) A line of pipes (No. 4) commencing by a junction with line of pipes (No. 1) at the termination thereof at Bridge Holme, and terminating at the Boston Service Reservoir of the Corporation of Rotherham, which said line of pipes (No. 4) will be situate in the parishes, townships, and places of Langsett, Hunshelf, Penistone, Bradfield, Ecclesfield, Sheffield, Brightside Bierlow, Attercliffe-cum-Darnall, Tinsley, Brinsworth, and Rotherham.
- (15) A line of pipes (No. 5) commencing by a junction with the said line of pipes (No. 4), at a point situate half a chain, or thereabouts, east of the Bow Bridge, in the parish of Rotherham, carrying the road from Sheffield to Rotherham across the River Rother, and terminating at the Thrybergh Reservoir of the Corporation of Doncaster, at or near the embankment on the northern side thereof, which said line of pipes (No. 5) will be situate in the townships or parishes of Rotherham, Dalton, Thrybergh, and Ravenfield.
- (16) A line of pipes or tunnel (No. 6) commencing by a junction with the said line of pipes (No. 4) at a point situate 6 chains, or thereabouts, south-south-west of the bridge carrying the road leading from Deepcar to Wortley, over the Little Don River, and terminating in the tank or service reservoir next hereinafter described, which said line of pipes or tunnel (No. 6) will be situate in the parishes, townships, or places of Bradfield, Ecclesfield, Hunshelf, Penistone, Wortley, and Tankersley.
- (17) A tank or service reservoir to be situated wholly in the township or parish of Wortley, in the parish of Tankersley, at the easterly corner of the field numbered 612 on the ($\frac{1}{2500}$) scale ordnance map, in the township or civil parish of Wortley.

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 authorized by the intended Act.

To empower the Corporation to take, collect, divert, impound and use for the purpose of their water undertaking, and for all or any other purposes of the intended Act, the waters of the Little Don River, the Loftshaw Brook, or Loftshaw Clough, Hordron Clough, Harden Clough, Mickle-den Beck, Bull Clough, Longmoor Clough, Little-moor Clough, Fox Clough, Thickwoods Brook, Calf Knoll Brook, Sugden Clough, Hagg Brook, Edge Cliff Brook, Shaw Clough, Knoll Brook, and their tributaries, and any other brooks, becks, or streams of water or springs

which will or may be intercepted by the intended works, all of which waters now flow directly or indirectly into or along the River Durr, otherwise Don, the River Dun Navigation, the Stainforth and Keadby Canal, the River Trent, the Dutch River, the Knottingley and Goole Canal, the River Ouse, the New River Ancholme, the River Humber, or some of them, and thence into the North Sea or German Ocean.

To empower the Corporation, for the purposes of the proposed works or for other the purposes of the intended Act, to purchase or acquire by compulsion or agreement, or to take on lease, any lands, streams, springs, waters, houses or buildings situate in the parishes, townships and places aforesaid, and to acquire by compulsion or agreement, rights or easements, in, over or connected with any lands, streams, springs, waters, houses and buildings.

To empower the Corporation to hold any lands which they may acquire under the provisions of the intended Act, free from the provisions of the Lands Clauses Consolidation Act, 1845, 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.

To empower the Corporation in connection with such waterworks to construct all necessary and proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, filter-beds, dams, sluices, weirs, outlets, overflows, wash-outs, turnouts, 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 other works and conveniences, and also to construct all such works, and do all such acts as shall be necessary for inspecting, maintaining, and repairing, managing, working, and using the intended waterworks, or any of them.

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 or over streets, roads, footpaths, highways, bridges, rivers, streams, canals, towing-paths, railways, and tramways within the townships, parishes, and county aforesaid, and within the limits of supply of the Corporation, and for the purposes of the intended Act, and within the said townships, parishes, county, and limits aforesaid, 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.

To authorize the Corporation temporarily to discharge water from any of the aqueducts, conduits, or lines of pipe, into any available stream or watercourse, or into any stream or watercourse with which any of the intended aqueducts, conduits, or lines of pipe may communicate, or into any stream or watercourse crossed by any aqueduct, or conduit, or line of pipe, and to make provisions for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

To make provision with reference to the quantity or amount of compensation in water or otherwise to be given by the Corporation in

respect of the proposed taking, impounding, or diverting of water, and with reference to the time and manner of the delivery of such compensation water.

To empower the Corporation upon the completion of the intended new roads and road diversions, respectively, to stop up and extinguish all rights of way over the portion of any existing road, in respect of which such new road or diversion shall have been made, and thereupon to appropriate to and for their own use, and as their own property, so much of any such road so stopped up as shall abut upon or adjoin any lands to be acquired by the Corporation for the purposes of the intended Act, and to make provision for the repair of the intended new roads and road diversions by the appropriate county council or highway authority, or in other respects to make provision in regard to the repair and maintenance of the intended new roads and road diversions.

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

To make provision as to the payment of the cost of meters supplied by the Corporation for trade and other purposes, and to defray such cost out of money which the Corporation have already power to borrow or may borrow under the intended Act.

To authorize the Corporation to borrow money for such term or terms as may be prescribed by the intended Act, for the execution of the works proposed to be authorized, and for other the purposes of the intended Act, and to charge the same on the borough fund and borough rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or on any of such securities, and to execute, grant, and issue mortgages, or to create and issue Sheffield Corporation Stock to be redeemable at such period or periods, and in such manner as may be prescribed by the intended Act, and to authorize the Corporation to apply any of their Corporate funds or other moneys authorized to be raised to all or any of the purposes of the intended Act, and to authorize the Corporation to levy rates, rents and charges, and to increase or vary existing rates, rents and charges.

To authorize the Corporation to supply water in bulk to the Corporation of Barnsley, upon such terms as may be agreed upon, or as may be settled by arbitration, or prescribed by the intended Act.

To provide for the supply by the Corporation to the Corporations of Rotherham and Doncaster respectively, prior to the completion of the Langsett Reservoir and mains in connection therewith, or works to be authorized by the intended Act, or prior to the 31st day of December, 1901, whichever shall first happen, or from such date as shall be prescribed by the intended Act, of such quantity or quantities of water as may be agreed upon between the Corporation and the said Corporations of Rotherham and Doncaster respectively, or as shall be specified in the intended Act.

To provide, on the completion of the said Langsett Reservoir and mains in connection therewith, or works to be authorized by the intended Act, or from the 31st day of December, 1901, whichever shall first happen, or from such other date as aforesaid, for the supply of water in perpetuity by the Corporation to the said

Corporations, and for the delivery to the said Corporations, respectively, of such quantity or quantities of water as shall be agreed upon as aforesaid, or as shall be specified in the intended Act.

To prescribe the terms and conditions and the payments to be made to the Corporation by the Corporations of Rotherham and Doncaster respectively for and with reference to such supply.

To make provision as to the payment by the Corporations of Rotherham and Doncaster, or either of them, of the cost of maintenance of so much or such portion of the intended works as may be constructed or as may be necessary for the supply and delivery of water by the Corporation to the Corporations of Rotherham and Doncaster, or either of them.

To authorize the Corporation and the Corporations of Barnsley, Rotherham and Doncaster respectively to enter into agreements touching any of the matters aforesaid, or having reference in any way to the supply of water by the Corporation to the said Corporations, or any or either of them, and to confirm and give effect to any agreement which has been or may be made prior to the passing of the intended Act between the Corporation on the one part and the Corporation of Barnsley, the Corporation of Rotherham, or the Corporation of Doncaster, or any or either of those Corporations, on the other part.

To provide that the water supplied under the provisions of the intended Act to the Corporations of Barnsley, Rotherham and Doncaster, respectively, shall be deemed to form part of the water undertakings of those Corporations respectively, and to extend and apply to such water supply all or some of the enactments now in force relating to the water undertakings of those Corporations respectively, or either of them.

To authorize the Corporations of Barnsley, Rotherham and Doncaster respectively to borrow such sum or sums of money as may be necessary, and for defraying the cost of constructing and laying down mains, pipes and other works, and for otherwise carrying into effect the objects and purposes, and for defraying the costs of and incidental to the intended Act, and to charge the money so proposed to be borrowed upon the respective district funds and general district rates, borough funds or borough rates, and the undertakings, estates rates, revenues, and other property of the said Corporations respectively, and to authorize the said Corporations respectively to apply any of their funds, or any money borrowed or authorized to be borrowed under former Acts, to such purposes as may be prescribed by the intended Act.

To consolidate the loans obtained and moneys borrowed by the Corporation of Rotherham for waterworks purposes, under the provisions of the Rotherham and Kimberworth Local Board of Health Act, 1863, or any other Act affecting the Borough of Rotherham, or under the Public Health Act, 1875, or to be obtained or borrowed under the provisions of the intended Act, and to prolong or alter the periods prescribed for the payment of such loans or moneys, and to prescribe a uniform or different periods for the discharge of such loans, and to make other provision in regard to the sinking funds of the said Corporation, and the application and investment thereof.

To authorize the Corporations of Barnsley, Rotherham and Doncaster respectively to levy rates, rents and charges, to alter existing rates, rents and charges, and to confer, vary or extin-

guish exemptions from the payment of rates, rents and charges.

To make provision for the payment of a proportion of the costs of and incidental to the promotion of the Bill for the intended Act by the Corporations of Barnsley, Rotherham and Doncaster respectively, and to provide for the capitalization of such costs, and for the payment of the costs of the Corporation and of the Corporations of Rotherham and Doncaster respectively, in opposition to the Bill promoted by the Corporation of Barnsley in Sessions 1895 and 1896.

To empower the Corporation to purchase by compulsion or agreement, and to hold the water undertaking of the Stocksbridge Urban District Council, upon such terms and conditions as may be agreed upon, or as may be prescribed by the intended Act, or as may be settled by arbitration, and to authorize the Corporation to supply with water the townships, parishes, and places now supplied with water by such district council, and to extend the limits within which the Corporation are authorized to supply water, so as to include the said townships, parishes and places, and to enable the Corporation within such townships, parishes and places, to levy, demand, and take rates, rents and charges, and to exercise all or any of the existing powers of the Corporation with respect to the supply of water. To authorize and confirm any agreement which has been or may be made between the Corporation and such district council as to such purchase.

To authorize the Corporation on the one hand, and any local or sanitary authority, county, district or parish council, Corporation, company, or other persons on the other hand, to enter into and carry into effect, and to vary or rescind contracts or agreements for the sale and supply by the Corporation from their existing and intended works, of water, in bulk or otherwise, to any such authority, Corporation, company, or person for use, either within or beyond the present or extended limits of the Corporation, on such terms and conditions as may be agreed upon between them or as may be prescribed by the intended Act.

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

To alter, amend, extend, enlarge, or to repeal the following Acts, or some of them, that is to say:—

Acts relating to the Corporation of Sheffield—

16 and 17 Vic., cap. 22; 23 Vic., cap. 70; 27 and 28 Vic., cap. 324; 29 and 30 Vic., cap. 286; 30 Vic., caps. 87 and 97; 36 Vic., cap. 3; 44 Vic., cap. 26; 46 and 47 Vic., cap. 57; 50 and 51 Vic., cap. 178; 52 and 53 Vic., cap. 3; and 56 and 57 Vic., caps. 42 and 50.

Acts relating to the Corporation of Barnsley—

16 and 17 Vic., cap. 107; 25 and 26 Vic., cap. 32; and 29 and 30 Vic., cap. 98.

Acts relating to the Corporation of Rotherham—

26 and 27 Vic., cap. 117; 33 and 34 Vic., cap. 134; 38 Vic., cap. 70; 40 Vic., cap. 24; 42 and 43 Vic., cap. 191; and 45 and 46 Vic., cap. 237.

Acts relating to the Corporation of Doncaster—

36 and 37 Vic., cap. 129; 42 and 43 Vic., cap. 78; 43 and 44 Vic., cap. 29; 46 and 47 Vic., cap. 136; and 57 and 58 Vic., cap. 29.

and all other Acts (if any) and all Provisional Orders, and the Acts confirming the same, relating to or affecting the Corporations of Sheffield,

Barnsley, Rotherham, or Doncaster, respectively, or either of them.

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 West Riding of the County of York, at his office at Wakefield, and that on or before the same day a copy of so much of the said plans, sections, and books of reference as relate to each parish in or through which any of the said works are intended to be made, or lands are situate, with a copy of this notice published as aforesaid, will be deposited with the Parish Clerk of such parish at his residence; and 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, on or before the 21st day of December, 1895, be deposited in the Private Bill Office of the House of Commons.

Dated this 20th day of November, 1895.

HERBERT BRAMLEY, Town Clerk, Sheffield.

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

In Parliament.—Session 1896.

Aldershot Gas and Water.

(Construction of Tramroad between Tongham Railway Station and Aldershot Gasworks; Extension of Water limits to portions of Farnham, Seale, and Wanborough, in Surrey; Additional Capital; Borrowing Powers; Application of Sliding Scale; Power to make Agreements between the Company and the Frimley and Farnborough District Water Company and the North Camp and Farnborough District Gas Company, Limited, as to the Purchase of the whole or part of such Undertakings; Incidental Powers to such Companies; Purchase of Additional Lands by Agreement at Aldershot and Farnborough, in the County of Southampton, and Farnham, Frimley, Ash, Seale, and Wanborough, in Surrey; Powers to Lay Mains and Break up Streets within extended Water limits; Levying of Rates within extended Water limits; Application of Funds; Amendment of Acts and Orders.)

NOTICE is hereby given that the Aldershot Gas and Water Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for 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 following work:—

A Tramroad to be constructed of the ordinary gauge of 4 feet 8½ inches, commencing in the parish of Seale, in the county of Surrey, by a junction with the Alton and Winchester Branch Railway belonging to the London and South Western Railway Company, at a point 5 chains or thereabouts from the west face of the bridge over the railway at their Tongham Station, measured along the rails of such branch railway in a south-westerly direction, and terminating in the Company's Gas Works, yard, or premises, situate in Ash-road, in

the parish of Aldershot, in the county of Southampton.

And for such purposes the Company may purchase lands, either by compulsion or by agreement. In connection with this Tramroad, the intended Bill will or may empower the Company on the one hand, and the Aldershot Urban District Council on the other, to enter into agreements as to the conditional or unconditional user of such Tramroad by the said Aldershot Urban District Council for the purpose of facilitating the conveyance and transmission of any coal, lime, or other material over the said Tramroad to or from the Sewage Works belonging to the said Aldershot Urban District Council, and the commencement of the said Tramroad with its aforesaid junction with the said Alton and Winchester branch of the London and South Western Railway Company, at or near the said Tongham Station, and the Bill will or may authorise the Company to work the said Tramroad by means of horse-power, or by steam or other locomotive power, partial or otherwise, as may be deemed most expedient, and subject to such reasonable regulations as may be imposed by the Board of Trade.

2. To deviate from the line of levels of the intended Tramroad, shown on the deposited plans and sections, to such an extent as may be defined by the Bill or prescribed by Parliament.

3. To alter and extend the limits within which the Company may supply water, so as to comprise portions of the parishes of Farnham, Seale, and Wanborough, all in the county of Surrey, in manner following:—

On the south side of the parish of Aldershot, near to its boundary with the parish of Crondall, and at a point where the boundary of the parish of Aldershot forms a right-angle north and east, the line defining such extended limits of supply to be carried in a southerly direction across Hungry-hill, through the said parish of Farnham, until it reaches at the south side of Hungry-hill, the high road leading to Crondall, at a point where the War Department Stone, No. 523, stands, from thence the line defining such extended limits of supply will turn westwards along the said road till the point in the roadways marked on the 6-inch Ordnance map, "Lawday House" is reached, passing thence to the south by the Roadway to a point where the grounds of "The Folly" adjoin those of Farnham Park, and from thence passing eastwards it will follow the north and east boundary of the said Park, and thence to the High-road at a point marked "Six Bells Smithy" on the said Ordnance map. From thence the said line will pass by the main road to its junction with the Aldershot Lower-road, thence eastward along the said Aldershot Lower-road to the four cross-roads where a "Guide Post" is marked on the said Ordnance map, where the road from Hale to Badshot Lea crosses the said lower-road, thence south-eastwards along the Public Highway to its junction with the Farnham and Badshot Lea Road, thence eastward to the embankment of the Pirbright, Aldershot, and Farnham line of the London and South Western Railway Company, following such embankment to the bridge at the junction of the railway with the Guildford, Alton, and

Winchester line of the same Railway Company. Thence it will follow in an easterly direction the Farnham and Guildford main road along the Hog's Back to its junction with the boundary of the Parish of Compton. Thence the said line will turn north, following the eastern and northern boundaries of the Parish of Wanborough and the northern boundary of the Parish of Seale up to the junction of the last-mentioned boundary with the eastern boundary of the Parish of Aldershot.

And to confer upon the Company all necessary powers for affording throughout the whole or any part of their limits of supply as so extended and granted a proper and sufficient supply of water, and to extend and apply to such extended limits of supply all or some of the powers and provisions of the Aldershot Gas and Water Act, 1866, the Aldershot Gas and Water Order, 1879, and the Aldershot Gas and Water Order, 1890, and to provide that the Tramroad proposed to be authorised by the Bill shall form part of the Undertaking of the Company.

4. To authorise the Company to raise for any of the purposes of the Bill and the general purposes of the Undertaking additional capital by the creation and issue of new shares and stock, and by borrowing on mortgage, or by the creation and issue of debenture stock, or by any of such means, and to attach to such new shares or stock any preference or priority of dividend, and to apply to the purposes aforesaid any capital, funds, or money now belonging to or authorised to be raised or borrowed by the Company under its existing Acts or Orders, and to arrange, consolidate, or classify if considered expedient the new preference or ordinary shares and stock, with the existing shares and stock of the Company of a similar class, and issue the same under and subject to the like terms and conditions, or subject to such terms and conditions as may be prescribed by the Bill.

5. To apply the principal or method of charge and dividend known as the sliding scale, as at present authorised to be charged by the Company's Act and Orders, to the charge for gas supplied by the Company, and to the dividends payable by them on the additional capital intended to be raised by the Bill.

6. To authorise and empower the Company, on the one hand, and the Frimley and Farnborough District Water Company, on the other hand, to make and enter into contracts or agreements for the purchase by the Company and the sale by the Frimley and Farnborough District Water Company of the Undertaking of that Company, authorised by the "Frimley and Farnborough District Water Act, 1893," or any part of such Undertaking, or if deemed necessary or expedient the Bill will or may authorise and empower the Company, within a period to be defined by the Bill, to purchase and acquire, and the Frimley and Farnborough District Water Company to sell and transfer by agreement to the Company the Undertaking, lands, works, easements, and all real and personal property, rights, powers, privileges, obligations, and authorities of the Frimley and Farnborough District Water Company, or any part of such Undertaking, as from the date of such sale and purchase for such price or other consideration and upon such terms and conditions as may have been or may be agreed upon between the Company and the Frimley and Farnborough District Water Company, and to make such terms and conditions obligatory upon trustees and persons under disability, and to confer all necessary powers

upon trustees and persons under disability, and to confirm with or without variation any contract or agreement which may have been or may be made for or in relation to any such purpose.

7. The Bill will or may contain all the necessary powers as and from the date of any such purchase or transfer for giving effect to the same fully and effectively.

8. To authorise the Company, as and from any such purchase and transfer hereinbefore referred to, to exercise and enjoy, perform, fulfil, and discharge in or over the Undertaking of the said Frimley and Farnborough District Water Company, or such part thereof as shall be acquired by the Company, all the rights, powers, privileges, authorities, obligations, claims, and demands of the Frimley and Farnborough District Water Company as to the use and enjoyment of their Works and Undertaking for the supply of water, and the levying of rates and charges therefor.

9. To authorise and empower the Company on the one hand, and the North Camp and Farnborough District Gas Company, Limited, on the other hand, to make and enter into contracts or agreements for the purchase by the Company and the sale by "the North Camp and Farnborough District Gas Company, Limited," of the Undertaking authorised by the North Camp and Farnborough District Gas Order, 1877, or any part of such Undertaking, or if deemed necessary or expedient the Bill will or may authorise and empower the Company, within a period to be defined by the Bill, to purchase and acquire and the North Camp and Farnborough District Gas Company, Limited," to sell and transfer by agreement to the Company the Undertaking, lands, works, easements, and all real and personal property, rights, powers, privileges, obligations, and authorities of the North Camp and Farnborough District Gas Company, Limited, or any part of such Undertaking, as from the date of such sale or purchase for such price or other consideration, and upon such terms and conditions as may have been or may be agreed upon between the Company and the North Camp and Farnborough District Gas Company, Limited, and to make such terms and conditions obligatory upon trustees and persons under disability, and to confer all necessary powers upon trustees and persons under disability, and to confirm, with or without variation, any contract or agreement which may have been or may be made for or in relation to any such purpose.

10. The Bill may or will contain all the necessary powers as and from the date of any such purchase or transfer for giving effect to the same fully and effectively.

11. To authorise the Company as and from any such purchase and transfer hereinbefore referred to, to exercise and enjoy, perform, fulfil, and discharge in or over the Undertaking of the said North Camp and Farnborough District Gas Company, Limited, or such part thereof as shall be acquired by the Company, all the rights, powers, privileges, authorities, obligations, claims, and demands of the North Camp and Farnborough District Gas Company, Limited, as to the use and enjoyment of their works and Undertaking for the supply of gas, and the levying of rates and charges therefor.

12. To authorise the Company to purchase by agreement, or take or lease and hold lands in the parish of Aldershot and Farnborough, in the county of Southampton, and Frimley, Ash, Farnham, Seale, and Wanborough, in the county of Surrey, and to use the same or any

part or parts thereof for the general purposes of their existing Gas or Water Undertaking. And for the general purposes of their Water Undertaking as now existing and as proposed to be extended by the Bill, to purchase by agreement or take on lease and hold lands within the proposed extended area of supply in the parishes of Farnham, Seale, and Wanborough, all in the county of Surrey.

13. To empower the Company to lay down, maintain, take up, alter, repair, and renew mains, pipes, culverts, and other works for the supply of water within the extended limits of supply, and for that purpose to cross, break up, open, alter, divert, stop up, and interfere with, either temporarily or permanently, any roads, highways, footpaths, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, tramroads, telephone wires, sewers, drains, pipes, rivers, streams, brooks, and watercourses.

14. To confer upon the Company all powers, rights, privileges, and authorities which are or may become necessary for carrying the purposes of the intended Act into complete and full effect, to levy and recover rates, rents, and charges in respect of the supply of water within their extended water limits, and to vary or extinguish existing rents and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

15. The intended Bill will or may incorporate, with or without modification, all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, the Gas Works Clauses Acts, 1847 and 1871, the Companies' Clauses Consolidation Act, 1845, the Companies' Clauses Acts, 1863, and the Lands Clauses Acts, and confer on the Company all necessary powers for the purposes aforesaid, and vary or extinguish all rights and privileges which would impede or interfere with such purposes, and confer other rights and privileges.

16. To alter, amend, and repeal, so far as may be necessary, all or some of the provisions of the Frimley and Farnborough District Water Act, 1893, the Woking Water and Gas Act, 1881, and the Woking Water and Gas Act, 1885, and any other Acts relating to the Woking Company or their Undertaking, the North Camp and Farnborough District Gas Order, 1877, confirmed by the Gas and Water Orders Confirmation (Abingdon, &c.) Act, 1877, and all other Acts, Order, or Orders relating to the North Camp and Farnborough District Gas Company, Limited, or their Undertaking, the Aldershot Gas and Water Act, 1866, and any other Order or Orders relating to the Aldershot Gas and Water Company or their Undertaking.

17. Notice is hereby further given that on or before the 30th day of November instant, plans and sections of the intended Tramroad, and plans of the lands, houses, and other property which may be taken compulsorily by or under the powers of the Bill, together with the 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 Southampton, at his office at Winchester, and with the Clerk of the Peace for the county of Surrey, at his office at Kingston-upon-Thames, and that on or before the said 30th 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 Tramroad is proposed to be made, or in which any lauds or

houses intended to be taken are situate, together with a Copy of this Notice, published as aforesaid, will be deposited for public inspection as follows:—

(A) With the Parish clerk of each such parish, at his residence, and as to any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his residence.

(B) 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; and

On or before the 17th day of December next, printed copies of the Bill will be deposited with the Clerk of the Parliaments, and at 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.

W. E. FOSTER, Solicitor, Aldershot.

NORTON, ROSE, NORTON, and Co., 10, Victoria-street, Westminster, S.W., Solicitors and Parliamentary Agents.

In Parliament.—Session 1896.

Ealing and South Harrow Railway (Extensions).

(Construction of new Railways; Alteration of Canals; Compulsory Purchase and Taking of Lands; Exemption from 92nd Section of Lands Clauses Act, 1845; Common Lands; Powers to Limited Owners; Tolls; Application of Capital and Additional Capital; Payment of Interest out of Capital; Separate Undertaking; Working and other Agreements and Arrangements with other Railway Companies; and Confirmation of Agreements: Change of Name of Company; Incorporation and Amendments of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Ealing and South Harrow Railway 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 enable the Company to make and maintain the new railways and works hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively:—

1. A Railway (No. 1) situate wholly in the county of Middlesex, commencing in the parish of Harrow-on-the-Hill, by a junction with Railway No. 3, authorised by the Ealing and South Harrow Railway Act, 1894, at the termination thereof, and terminating in the parish of Hillingdon, at the northern boundary of the field numbered 138 on the 25-inch Ordnance map of the said parish, at a point 30 yards or thereabouts from the western extremity of the said field, measured along its northern boundary before mentioned.

2. A Railway (No. 2), commencing in the said parish of Hillingdon, in the county of Middlesex, by a junction with the intended Railway (No. 1), at its termination hereinbefore described, and terminating in the parish of Beaconsfield, in the county of Buckingham, in or near the southern corner of the enclosure numbered 236 on the 25-inch Ordnance map of the said parish of Beaconsfield.

3. A Railway (No. 3), situate wholly in the county of Buckingham, commencing in the said parish of Beaconsfield, by a junction with the intended Railway (No. 2), at its termination hereinbefore described, and terminating in the parish of Chipping Wycombe, at or near the junction of the road known as the Cemetery-road with the road leading from Wycombe Railway Station by Hazlemere to Amersham.
4. A Railway (No. 4), wholly in the county of Middlesex, commencing in the parish of Harrow-on-the-Hill, by a junction with Railway (No. 3), authorised by the Ealing and South Harrow Railway Act, 1894, at a point thereon distant 1 mile 7 furlongs and 2 chains or thereabouts measured along that railway from its commencement, and terminating in the parish of Willesden by a junction with the Midland and South Western Junction Railway at a point thereon where that railway crosses the Neasden-lane.
5. A Railway (No. 5), wholly in the parish of Harrow-on-the-Hill, in the county of Middlesex, commencing by a junction with Railway No. 3, authorised by the Ealing and South Harrow Railway Act, 1894, at a point thereon distant 1 mile 5 furlongs or thereabouts measured along that railway from its commencement and terminating by a junction with the said intended Railway No. 4, in the field numbered 1,558 on the 25-inch Ordnance map of the parish of Harrow-on-the-Hill, at a point distant 4 chains or thereabouts from the north-eastern boundary of that field, and 2½ chains or thereabouts from the Grand Junction Canal.
6. Railway (No. 6) commencing in the parish of Harrow-on-the-Hill by a junction with the intended Railways Nos. 4 and 5 at the point of termination of the intended Railway No. 5 hereinbefore lastly described, and terminating in the parish of Paddington, at or near the Warwick-road Canal Bridge by a junction with Railway No. 1, authorised by the Regent's Canal City and Docks Railway Act, 1882, at a point thereon, 16 chains, or thereabouts, measured along that railway from its point of commencement.

Variations and alterations of the banks, towing-paths, waterway and works of the Grand Junction Canal from the point where the Midland and South Western Railway crosses the said canal in the parish of Acton, to the point of junction of the Grand Junction Canal and the Regent's Canal, at or near the Warwick-road Canal Bridge, in the parish of Paddington.

Variations and alterations of the banks, towing-paths, waterway, and works of the said Regent's Canal from the said point of junction of the said Grand Junction Canal and the Regent's Canal, and terminating in the parish of Paddington at the termination of the intended Railway No. 6, hereinbefore described.

The intended railways and works will be made or pass from, in, through, or into the parishes, townships, and places of Harrow-on-the-Hill, Pinner, Ruislip, Ickenham, Hillingdon, Denham, Iver, Chalfont St. Peter, Hedgerley, Beaconsfield, Wooburn, Penn, Chipping Wycombe, Willesden, Twyford, Acton, Hammer-smith, St. Mary Abbott, Kensington, Chelsea

(detached), and Paddington, or some, or one of them.

2. To authorise the Company to purchase and take by compulsion or agreement lands, houses, buildings, and other property and rights and easements in, over, or affecting lands, houses, buildings, and other property for all or any of the works and purposes of the intended railways and works, and to enable the Company to purchase so much only of any house, building, manufactory, or property as may be required for the purposes of the intended Act, or other purposes connected with the Company's undertaking, notwithstanding anything contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845, and to empower the Company to purchase and take a portion of the land in the parish of Acton, in the county of Middlesex, known as the Old Oak Common, which is or is reputed to be common or commonable land, and of which it is estimated that not exceeding seven acres will be within the limits of deviation shown upon the deposited plans; and not exceeding five acres will be actually required for the railways and works, and also a portion of the land known as Wormwood Scrubs or Little Wormwood Scrubs, in the parishes of Hammer-smith and St. Mary Abbott, Kensington, in the county of London, which is or is reputed to be common or commonable land, and of which it is estimated that not exceeding seven acres will be within the limits of deviation shown upon the deposited plans, and not exceeding five acres will be actually required for the railways and works.

3. To enable and authorise any tenant for life of or other person having a limited estate or interest in any lands 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 and works, or any or either of them, or any part or parts thereof respectively, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions, including the accepting and holding of shares in the Company in exchange for their lands 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.

4. To authorise the Company in the construction of the intended railways and works, to deviate from the lines and levels thereof shown on the plans and sections, to be deposited as herein-after mentioned, to such extent as may be prescribed by the intended Act, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, and to cross, stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, footpaths, railways, tramways, bridges, rivers, canals, streams, waters, water-courses, sewers, drains, pipes, telegraphic and other tubes, wire, and apparatus, and all other constructions or works of any description, which it may be necessary or convenient to cross, stop up, alter, or divert, for any of the purposes of the intended Act.

5. To demand, levy, take, and recover tolls, rates, and charges for, or in respect of the rail-

ways and works to be authorised by the intended Act, and to confer exemption from the payment of tolls, rates, and charges respectively.

6. To authorise the Company for all or any of the purposes of the intended Act, or other the purposes of the Company, to apply any capital which they have power to raise, and which may not be required for the purposes for which it is authorised to be raised or borrowed, and to raise additional 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 otherwise) and conditions as the Company may think proper or the Bill may prescribe, and by debenture stock or by mortgage, and to prescribe the ranking of any preference or debenture stock or mortgages to be created or granted under the powers of the Bill.

7. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or funds, interest or dividends on any shares or stocks of the Company during the construction of the railways and works to be authorised by the intended Act.

8. To provide that the capital necessary for the construction of the intended railways and works or any part or parts thereof may be distinct from the general Undertaking and capital of the Company, and to constitute the intended railways and works or any part or parts thereof into a separate Undertaking, of the Company as regards expenditure, profits, and revenue in such manner as the Bill may prescribe.

9. To empower the Company on the one hand and the Midland Railway Company and the London and North Western Railway Company, the Metropolitan District Railway Company, and the North Metropolitan Railway and Canal Company, and the London and South Wales Railway Company promoting, or about to promote, in the ensuing Session of Parliament, a railway from Cardiff to London (hereinafter called "the Contracting Companies"), or any one of them, on the other hand, to enter into and carry into effect, vary and rescind agreements and arrangements for or with respect to the working, use, construction, management, and maintenance by the contracting Companies or either of them, of the intended railways, and the railways and works of the Company authorised by the Ealing and South Harrow Railway Act, 1894, or any of them or any part thereof; the supply and maintenance of rolling stock, plant, engines, and machinery, and of officers and servants for the conduct of the traffic thereon; the payments to be made and the conditions to be performed with respect to such working, use, construction, management, and maintenance, the interchange, accommodation, collection, transmission, delivery, and conveyance of traffic upon or 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 authorise the appointment of joint committees for carrying any such agreement or arrangement into effect.

10. To sanction and confirm any contract, agreement or arrangement between the Company on the one hand and the contracting Companies, or any or either of them, on the other hand, already made, or which prior to the passing of the Bill may be made with respect to all or

any of the matters aforesaid, or other the objects and purposes of the Bill.

11. To change the name of the Company, and to reconstitute the directors therein, in such manner as may be prescribed by the Bill.

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

13. To incorporate with the intended Act, with or without modification, the provisions of the Companies Clauses Consolidation Act, 1845; and Companies Clauses Acts, 1863 and 1869; the Lands Clauses Acts; the Railway Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863.

14. To repeal, alter, enlarge, or amend, so far as may be necessary, the Ealing and South Harrow Railway Act, 1894, and any other Act or Acts relating to the Company or their undertaking; 7 and 8 Vict., cap. 18, and all other Acts relating to or affecting the Midland Railway Company or their undertaking; 9 and 10 Vict., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company or their undertaking; 27 and 28 Vict., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company or their undertaking, the Regent's Canal, City and Docks Railway Acts, 1882 and 1892, and any other Acts relating to or affecting the North Metropolitan Railway and Canal Company, and all other Acts, if any, which may relate to or be affected by the objects of the Bill.

15. Plans and sections showing the lines, situations, and levels of the railways and other works proposed to be authorised by the Bill, the plans showing also the lands and other property, in or through which the said works will be made, or pass, or which may be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and other property, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Broad Sanctuary, Westminster, and with the Clerk of the Peace for the Administrative county of London, at his office at the Sessions House, Clerkenwell Green, in the county of London, and with the Clerk of the Peace for the county of Buckingham, 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 relates to each parish or extra-parochial place, in or through which the works proposed to be authorised by the Bill will be made, or in which any lands or other property intended to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice, will be deposited in the case of the parish of St. Peter and St. Paul, Hammersmith, with the vestry clerk at the Vestry Hall, Broadway, Hammersmith; as to the parish of St. Mary Abbott, Kensington, with the vestry clerk at the Town Hall, High-street, Kensington; as to the parish of Chelsea with the vestry clerk at the Town Hall, King's-road, Chelsea; as to the parish of Paddington with the vestry clerk at the Vestry Hall, Harrow-road; and in the cases of other parishes 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 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 be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated the 18th day of November, 1895.

BAXTER and Co., 12, Victoria-street,
Westminster, S.W., Solicitors.

W. and W. M. BELL, 27, Great George-street,
Westminster, S.W., Parli-
mentary Agents.

Board of Trade.—Session 1896.

Newmarket Electric Light Company, Limited
(Provisional Order).

(Power to Newmarket Electric Light Company, Limited, to Supply Electricity in Newmarket Urban and part of Newmarket Rural Districts; Breaking up of Streets, Roads, &c.; Purchase, &c., of Lands; Rates, &c.; Agreements with Local Authorities; Incorporation of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Newmarket Electric Light Company, Limited, whose address is High-street, Newmarket (in this Notice called "the Undertakers"), for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, under and subject to the provisions of the Electric Lighting Acts, 1882 and 1888, for effecting all or some of the following objects (that is to say):—

1. To authorise the undertakers to produce, store and supply electricity, as defined by the said Acts, for public and private purposes within the area hereinafter mentioned, and for those purposes to open, break up, and interfere with all streets, roads, and public places, ways, foot-paths, railways, tramways, rivers, bridges, culverts, sewers, drains, mains, pipes, telegraph and pneumatic tubes, and pipes or wires and apparatus, and to lay down, set up, maintain, renew, and remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things, and to confer all such other powers upon the undertakers as may be necessary for effecting the objects of the proposed undertaking.

2. To authorise the undertakers to manufacture, purchase, hire, sell, and let all necessary machines, lamps, and accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the said undertaking, and to acquire, work, and use patents for the producing, storing, controlling, distributing, and measuring or otherwise relating to the supply of electricity.

3. To enable the undertakers to purchase, hold, acquire, or take on lease any lands or interests or easements in or over any lands, or to appropriate for the purposes of the Order, any lands from time to time belonging to, or held by them, and to erect, maintain, work, and use upon such lands all necessary stations, storehouses, buildings, dynamos, engines, batteries, machinery apparatus, works, and appliances for the production, storage, and distribution of electricity, or other the purposes of the Order.

4. To authorise the undertakers to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines,

lamps, meters, fittings, or apparatus connected therewith.

5. To authorise the undertakers to enter into and fulfil contracts and agreements with local authorities, companies, or persons for the execution and maintenance of works, machinery, and apparatus, and the supply of electricity.

6. 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, and generally for the regulation of the supply of electricity within the area of supply.

7. To empower the undertakers to apply their capital and funds to all or any of the purposes of the Order.

8. To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the undertakers, with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and any Acts amending or extending the same, and of the Acts or portions of Acts incorporated therewith.

9. The area of supply for the purposes of the Order will be the urban district of Newmarket and so much of the rural district of Newmarket in the parishes of Cheveley and Snailwell, in the county of Cambridge, and Moulton in the county of Suffolk, as is comprised in an area bounded by the Bury-road (and including the said road) from the point where it enters the urban district of Newmarket, at a place called the Old Toll Bar, to a point where it meets the entrance to the Wellbottom Farm, and by a straight line from such last-mentioned point to a point on the road from Moulton to Newmarket, where such road adjoins a private roadway or footpath leading to the Ashley Heath Farm, and by the said road from Moulton to Newmarket (including the said road) from such last-mentioned point to the point where such road enters the urban district of Newmarket.

10. It is proposed to place electric lines within a specified time, in, over, under or along the following streets in Newmarket, or some part or parts thereof respectively (that is to say):—Park-lane, Sun-lane, High-street, Bury-road, and Snailwell-road.

11. It is proposed to break up the following railway (that is to say):—the Great Eastern Railway; and the following roads not repairable by the local authority, namely, Raes-lane, and The Rows.

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 under-mentioned Solicitors and Parliamentary Agents. 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 January, 1896, and a copy of such objections must be forwarded to the undersigned Solicitors or to the undersigned Parliamentary Agents.

Dated this 16th day of November, 1895.

A. H. & A. RUSTON, High-street, New-
market, Solicitors.

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

Board of Trade.—Session 1896.

Blackpool Corporation Tramways (Provisional Order).

(Powers to Corporation of Blackpool to Construct Tramways in the Borough, to be Worked by Animal, Steam, Gas, Oil, Compressed Air, Wire or Rope Cables, Electricity, or any Mechanical Power, and to Run Carriages thereon, and take Tolls and Charges for the Use thereof, and to Provide the Requisite Plant; Breaking up Streets, Levying Tolls, Rates, and Charges; Borrowing Moneys; Agreements and Traffic Arrangements with other Tramway Bodies; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Blackpool, in the county of Lancaster (hereinafter called "the Corporation"), intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing Session, for the following or some of the following among other purposes (that is to say):—

1. To enable the Corporation to make, lay down, form, and maintain wholly in the township of Blackpool, in the parish of Bispham, in the said county, all or some of the tramways hereinafter described, with 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, and passing places, stables, carriage, engine, boiler, and dynamo houses, waiting rooms, sheds, buildings, carriages, horses, harness, tramway plant, engines, dynamos, works, machinery, 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 streets 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 following are the tramways:—

Tramway No. 1 (about 2 furlongs 0·20 chains in length), commencing in Station-road at a point 1·30 chains or thereabouts, measured in an easterly direction from the centre of the road known as the Carriage-drive, constructed under the powers of the Blackpool Improvement Act, 1865; and terminating in Lytham-road opposite the northerly side of the easterly end of Station-road by a junction with Tramway No. 11 constructed under the powers of the Blackpool Corporation Tramways Order, 1893.

Tramway No. 2 (about 1·50 chains in length) commencing in the Carriage-drive by a junction with Tramway No. 5 constructed under the powers of the Blackpool Corporation Tramways Order, 1884, at a point 0·40 chains or thereabouts, measured in a northerly direction from a point in the carriage drive opposite Station-road, and terminating in Station-road by a junction with the westerly end of Tramway No. 1.

Tramway No. 3 (about 3·00 chains in length), commencing in the Carriage-drive at a point 2·10 chains or thereabouts, measured in a southerly direction from a point in the Carriage-drive opposite Station-road, and terminating in Station-road by a junction with the westerly end of Tramway No. 1.

Tramway No. 4 (about 7 furlongs 2·30 chains in length), commencing in Talbot-road by a junction with Tramway No. 3, authorised by the said Tramways Order, 1893, at a point 0·30 chains, measured in a westerly direction, from the northerly end of Cookson-street, thence proceeding along Talbot-road and New-road, and terminating in the last-named road at a point opposite the northerly end of Layton-lane.

Tramway No. 5 (about 6 furlongs 8·80 chains in length), commencing in Dickson-road by a junction with Tramway No. 2, authorised by the said Tramways Order, 1893, at a point 0·35 chains measured in a southerly direction from the easterly end of Queen-street, thence proceeding along Dickson-road, Warbreck-road, and the road known as "The Gynn," and terminating in the last-named road at a point 2·10 chains, or thereabouts, measured in a southerly direction from the south-westerly corner of "The Gynn Inn."

Tramway No. 6 (about 7·30 chains in length) commencing in the Carriage-drive by a junction with Tramway No. 4, constructed under the powers of the said Tramways Order, 1884, at a point 0·20 chains, or thereabouts, measured in a southerly direction from a point in the Carriage-drive opposite Cocker-street, thence proceeding along Cocker-street, and terminating in Dickson-road by a junction with Tramway No. 5 in that road.

Tramway No. 7 (about 5 furlongs 9·19 chains in length), commencing in the Carriage-drive by a junction with Tramway No. 4, constructed under the powers of the said Tramways Order, 1884, at the point of commencement thereof, thence proceeding along the road in front of Carlton-terrace, along Queen's-drive, and along the road known as the Gynn, and terminating in the last-named road by a junction with Tramway No. 5 in that road.

Tramway No. 8 (about 1 furlong 7·60 chains in length) commencing in the road known as the Gynn by a junction with Tramway No. 7 at a point 0·60 chains, or thereabouts, measured in a northerly direction from the termination of Tramway No. 7, thence proceeding along the last-named road and a proposed street to be made from that road to the northern boundary of the Borough and terminating in such proposed street at the northern boundary of the Borough.

Tramway No. 9 (about 4·25 chains in length) commencing in the road known as the Gynn, by a junction with Tramway No. 7, at a point 2·30 chains or thereabouts, measured in a south-westerly direction from the south-westerly corner of the Gynn Inn and terminating in the said proposed street by a junction with Tramway No. 8.

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

Tramway No. 1 will be laid as a double line. Tramways Nos. 2, 3, 6 and 9 will be laid as single lines, and Tramways Nos. 4, 5, 7 and 8 will be laid as single lines, except in the following instances in which the last-mentioned tramways will be laid as double lines (that is to say):—

Tramway No. 4.—In Talbot-road and New-road.

Between points respectively 1·50 chains west and 1·50 chains east of the northerly end of Swainson-street.

Between points respectively 1.50 chains west and 1.50 chains east of the northerly end of Edleston-road.

Between points respectively 1.50 chains west and 1.50 chains east of a point opposite the centre of the entrance gates to the Black-pool Infectious Diseases Hospital.

Between points respectively 0.40 chains west and 2.60 chains east of a point opposite the centre of the entrance gates to the Black-pool Cemetery.

Tramway No. 5.—In Dickson-road, Warbreck-road, and the road known as the Gynn.

Between points respectively 1.50 chains south and 1.50 chains north of a point opposite Banks-street.

Between points respectively 7 chains north and 1 furlong 0.20 chains north of a point opposite Cocker-street.

Between points respectively 1.50 chains south and 1.50 chains north of a point opposite Wilton Parade.

Between points respectively 1.50 chains south and 1.50 chains north of a point opposite Warley-road.

Tramway No. 7.—In the road in front of Carlton-terrace, Queen's-drive, and the road known as the Gynn.

Between a point opposite the north-westerly corner of No. 20, Lansdowne-crescent and a point 3 chains north of such first-named point.

Between points respectively 1.50 chains south and 1.50 chains north of the westerly end of Warley-road.

Between the commencement of Tramway No. 9 and the termination of Tramway No. 5.

Tramway No. 8.—In the road known as the Gynn and the proposed street hereinbefore mentioned.

Between the northern boundary of the borough and a point 1 furlong 3.60 chains in a southerly direction from such northern boundary.

The total length of the tramways hereinbefore mentioned will be 3 miles 1 furlong 4.64 chains, of which the total length of double line will be 6 furlongs 8.18 chains, and of single line 2 miles 2 furlongs 6.46 chains.

The Order will provide that the said Tramways Nos. 1, 8, and 9, shall not be laid until the streets along which they are proposed to be laid are widened or constructed (where not already constructed) as the case may be, and when so laid there will not at any part of any such streets be a less space than 9 feet 6 inches between the outside of the footpath on either side of those streets and the nearest rail of the tramway.

It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway in the case of the following tramways, and at the points herein-after mentioned with respect to each of them, namely:—

Tramway No. 4.—In Talbot-road and New-road on both sides thereof between a point 1.50 chains measured in a westerly direction from a point opposite the northerly end of Swainson-street, and a point 1.50 chains measured in an easterly direction from a point opposite the northerly end of Buchanan-street.

In New-road on both sides thereof between a point opposite the northerly end of Elizabeth-street, and a point 1.50 chains measured in an easterly direction from a

point opposite the northerly end of Edleston-road.

In New-road on both sides thereof between a point 1.50 chains measured in a westerly direction from a point opposite the centre of the entrance gates to the Black-pool Infectious Diseases Hospital, and a point 1 chain measured in an easterly direction from a point opposite the easterly gable of the Queen's Hotel.

In New-road on both sides thereof between points respectively 0.40 chains west and 2.60 chains east of a point opposite the centre of the entrance gates to the Black-pool Cemetery.

Tramway No. 5 in Dickson-road on both sides thereof, between points, respectively 1.50 chains south and 1.50 chains north of a point opposite Banks-street.

In Warbreck-road, on both sides thereof, between a point opposite the north-westerly corner of Pleasant-street, and a point opposite the south-westerly corner of the Duke of Cambridge Hotel.

Tramway No. 6.—In Cocker-street, on both sides thereof, between the westerly end of Cocker-street, and a point 1.00 chain, measured in an easterly direction from such westerly end.

In Cocker-street on both sides thereof, between Dickson-road and a point opposite the south-westerly corner of the Derby Hotel.

Tramway No. 7.—In Queen's-drive, on both sides thereof, between a point opposite the north-westerly corner of No. 20, Lansdowne-crescent and a point 3 chains north of such first-named point.

In Queen's-drive, on both sides thereof, between points respectively 1.50 chains south and 1.50 chains north of the westerly end of Warley-road.

The motive power to be used on the intended tramways is animal, steam, compressed air, gas, or oil, and haulage by means of wire or rope cables placed underground and worked by stationary engines, and electric energy applied by means of motors in the engines, or carriages, or trucks, or generated at stations and communicated by means of electric lines, either in or under the ground or overhead, 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.

2. 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 said tramways, or any of them, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, stations, buildings, sheds, and works of the Corporation.

3. 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, and to make and lay down in the street so altered, or temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways, or channels or electric lines.

4. To confer on and reserve to the Corporation and their lessees the exclusive right of using on any tramways to be constructed or maintained

under the powers of the intended Act carriages drawn or propelled by any motive power before mentioned, or having wheels adapted to run on or in an edged, grooved or other rail on such tramways.

5. To provide for the repair by the Corporation, 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 said tramways or channels or electric lines.

6. 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 said 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.

7. 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 lease, sale, and purchase of the whole or any part of the said tramways 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 Order may define, or as Parliament may prescribe.

8. To constitute the said tramways for all purposes part of the tramway undertaking of the Corporation.

9. To empower the Corporation to place or run carriages on, and to work and to demand and take tolls in respect of any tramways for the time being belonging to them, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by any motive power before-mentioned, and to sell, exchange, or dispose of, such of the before-mentioned articles and things as from time to time may no longer be required, and for the purposes aforesaid to vary or repeal the provisions of The Tramways Act, 1870, and Section 45 of the Blackpool Improvement Act, 1893, and Section 12 of the Blackpool Corporation Tramways Order, 1893.

10. To extend the time for the construction of the Tramways Nos. 1 to 10 (both inclusive) and No. 14 authorised by the Blackpool Corporation Tramways Order, 1893.

11. To empower the Corporation for all or any of the purposes of the Order, to stop up, break up, alter, remove, cross, and interfere with, temporarily or permanently, public and private streets, roads, highways, footways, tramways, sewers, drains, gas, water, and electricity mains, valves, hydrants, pipes, tubes, and street boxes, and telegraph, telephone, electric lighting, and other apparatus.

12. To enable the Corporation for any of the purposes of their tramway undertaking to purchase or otherwise acquire by agreement, and to take on lease, lands and hereditaments and easements thereover, and to use any lands now belonging to them, and to erect offices, buildings, stables, sheds, carriage, engine, boiler, and dynamo houses, and other conveniences thereon.

13. To empower the Corporation to make regulations and by-laws for all or any of the purposes mentioned in Section 46 of the Tram-

ways Act, 1870, and in Section 19. of the said Tramways Order, 1884, and to extend all or any of such by-laws to the existing as well as to the said intended tramways.

14. To empower the Corporation on the one hand, and any local authority, company, or person owning or lawfully working or using any tramways adjacent to the said borough on the other hand, to enter into and fulfil contracts and agreements for and in relation to the interchange, accommodation, and forwarding of carriages, passengers, and traffic on, from, or to any of such tramways on, to, or from the existing and said intended tramways of the Corporation or any of them, and for and in relation to the user by the contracting parties, or any or either of them, of the whole or any part of their respective tramway undertakings, or of any or either of them respectively.

15. To confirm any such agreements as are hereinbefore mentioned which may be entered into prior to the grant or confirmation of the intended Order.

16. To incorporate with the Order the provisions of Sections 264 and 265 of the Public Health Act, 1875.

17. To empower the Corporation to apply to the purposes of the Order their district fund and general district rates, and borough fund and borough rate, and any revenues over which they have control, and any moneys they are now authorised to borrow, and to borrow further sums by debentures, mortgage, debenture stock, or annuities, and to charge such moneys on all or any of the before-mentioned funds, rates, and revenues.

18. The Order will vary or extinguish all rights and privileges which might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, and with or without alteration, all or some of the provisions of the Tramways Act, 1870, the Lands Clauses Acts, (except the compulsory powers thereof), and the Local Loans Act, 1875, and enable the Corporation (in addition to the powers herein specifically mentioned) to exercise all or any of the powers by The Tramways Act, 1870, conferred on the persons therein referred to as promoters, and to acquire and hold patent rights in relation to tramways and the motive power thereon, and will or may, so far as may be necessary, alter, amend, extend, and repeal the necessary provisions of the Blackpool Improvement Act, 1879, the Blackpool Corporation Tramways Order, 1884, the Blackpool Electric Lighting Order, 1890, the Blackpool Corporation Tramways Order, 1893, the Blackpool Improvement Act, 1893, and any other Act and any other Order relating directly or indirectly to the Corporation, the Locomotives Act, 1861, and the Locomotives Act, 1865, and of any and every other Act and Order which will interfere with its objects.

Duplicate plans and sections of the proposed tramways and works, and a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November 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 the said plans and sections, and of this notice, will be deposited at the office of the Town Clerk in the borough of Blackpool, being the office of the Corporation, and with the parish clerk of Bispham, at his residence, and at the office of the Board of Trade, Whitehall, London.

The draft of the proposed Order will be deposited at the office of the Board of Trade, on

or before the 23rd day of December, 1895, 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 office of the Town Clerk of the borough of Blackpool, and at the offices of Messrs. Dyson and Co., Parliamentary Agents, No. 24, Parliament-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1896, and copies of such objections must at the same time be sent to the Corporation at the office of the Town Clerk of the borough of Blackpool, or to their Parliamentary Agents hereinbefore named, and in forwarding such objections to the Board of Trade, the objectors, or their Agents, should state that a copy of the same has been forwarded to the Corporation or their Agents.

Dated this 20th day of November, 1895.

T. LORTOS, Town Clerk, Blackpool.

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

In Parliament.—Session 1896.

St. Anne's-on-the-Sea Improvement.

(Power to Execute Street Improvements; Compulsory Purchase of Lands and Houses; Stopping up, Alteration, and Diversion of Streets, Roads, Sewers, Pipes, &c.; Modification of Section 92 of Lands Clauses Consolidation Act, 1845; Sale and Exchange of Lands; Power to Acquire Promenade and Lands Adjoining; Establishment of Markets, Fairs, &c., and Regulation thereof; Laying out of Lands; Public Gardens; Regulating Use of Promenade, Seashore, and Foreshore; Transfer of Rights therein by St. Anne's-on-the-Sea Land and Building Company, Limited; Powers in Respect thereof; Powers to Erect Reading Rooms, Shelters, Seats, Lavatories, &c.; Regulating Bathing and Protection of Bathers; Licensing of Bathing Machines; Payments for Bands and Advertisements; Regulating Use of Hoardings for Advertisements; Streets and Buildings, Regulations and Powers in Relation thereto; Powers of Inspection; Height of Chimneys; New Buildings; Repair of Private Streets; Regulating the Placing of Articles and Things in Streets, &c.; Sanitary Provisions; Nuisances; Provisions as to Drains, Cisterns, Water-closets, &c.; Provisions as to Watercourses; Cleansing of Same and Expenses; Borrowing Powers; Sinking Funds; Repayment of Borrowed Money; Rates, Tolls, and Charges; Rating of Automatic and Similar Machines; Bye-laws; Penalties; Legal Proceedings; Incorporation and Repeal and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of St. Anne's-on-the-Sea, in the County Palatine of Lancaster (hereinafter called "the Council"), for an Act for the following purposes, or some of them (that is to say):—

1. To empower the Council to make and maintain the street improvement hereinafter mentioned with all needful and desirable works, conveniences, and appliances connected therewith, and to exercise the powers and carry out the objects hereinafter mentioned (that is to say):—

A widening and improving of St. Anne's-road West on the south side thereof, between

Clifton Drive and the point-of junction of St. Anne's-road West with the Crescent, and a widening and improving of St. Anne's-road East on the south side thereof, between St. David's-road and Church-road, which said intended work will be situate in the township and parish of St. Anne's-on-the-Sea, in the County Palatine of Lancaster.

2. To empower the Council to deviate from the lines and levels of the intended work to the extent shown on the plans and sections to be deposited as hereinafter mentioned, or as may be prescribed by the intended Act.

3. To stop up, alter, or divert temporarily or permanently all roads, highways, streets, tramways, brooks, streams, telegraph, telephone, electric, and other wires, mains, pipes, apparatus, and works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to make junctions with streets and diversion and alteration of streets both as regards line and level.

4. To empower the Council to acquire by compulsion or agreement, and to hold lands (in which term in this Notice houses, buildings, and other property are included), or easements in or over lands in the township and parish aforesaid, for the purposes of, or in connection with, the said intended work.

5. To authorise the purchase and acquisition of part only of or an easement in or over any house or other building or manufactory which may be required to be taken for the purposes of, or in the exercise of the powers of the intended Act without the Council becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845, and to alter, amend, or vary the provisions of that section, or enact new provisions in lieu thereof.

6. To vary or extinguish all existing rights and privileges connected with the lands proposed to be acquired under the powers of the intended Act, and any other rights and privileges which would or might in any manner impede or interfere with any of the objects or purposes of the intended Act, and to confer other rights and privileges.

7. To transfer to or provide for the transfer to the Council by the St. Anne's-on-the-Sea Land and Building Company, Limited (hereinafter called the "Land Company"), and any other company or person having any interest therein, of their respective estates rights and interests in so much of the South Promenade-road, as extends from the southern end of Clarendon Villas towards Lytham for a distance of 440 yards or thereabouts, and in so much of the land between the said south Promenade-road and the foreshore and extending from the south side of the pier of St. Anne's towards Lytham for a distance of 873 yards, or thereabouts, for such purposes and subject to such restrictions and upon such terms and conditions as may have been or shall be agreed upon, or as the intended Act may define, or as Parliament may prescribe, and for the laying out, planting, and improving by the Council of the whole or any portion of the said land as a public garden or otherwise, and the erection by the Council thereon, or on the promenades, of seats, shelters, stands, and other conveniences, and the construction of such sea-defences, sand-shields, hulking, or other works as may be necessary or desirable.

8. To authorise the Council, the said Land Company, and any other company or person having any estate or interest in the said land as aforesaid, to enter into and fulfil agreements with respect to the transfer thereof to the Council, and with

respect to all or any of the matters or things aforesaid, and to confirm with or without alterations any agreement which may have been, or during the progress of the intended Act, may be entered into between them or any of them.

9. To authorise the Council to establish, maintain, and regulate markets and fairs within their district, and to provide and erect and maintain suitable market-houses, buildings, slaughter-houses, cattle-pens, sheds, stalls, weighing machines, conveniences, and appliances in connection therewith for the sale of livestock, carcasses of animals, farm produce, vegetables, and other provisions and goods, and to provide standing places for shows and exhibitions, and for all or any of the purposes aforesaid, to purchase, acquire, or take on lease, any land, houses, or other property.

10. To empower the Council to levy and collect rents, rates, tolls, stallages, dues, and charges in or in respect of the intended markets, fairs, market-places, market-houses, buildings, and other works and conveniences connected therewith, and to confer all other powers, rights, and privileges incident to markets or fairs, or proper and convenient for carrying the objects and purposes of the said intended Act into execution.

11. To prohibit and restrict or better regulate the hawking, sale, and exposure for sale on market days and fair days, of articles or things in the streets and other public places without the limits of the intended market as defined by the intended Act.

12. To make rules and regulations for the government and regulation and good conduct of the said intended market and fairs, and of the persons frequenting or using the same, and also of their carts and waggons, trucks, barrows, stalls, and other things, and to provide suitable fines and penalties for enforcing the same.

13. To prohibit the holding of meetings or public assemblages, the singing of songs and playing of musical instruments on the promenades, seashore, gardens, and public places, or the sale of goods, wares, or merchandise thereon, or the doing any act thereon likely to cause annoyance or discomfort to the persons resorting thereto, and to authorise the Council to make bye-laws for regulating the use of the promenades, seashore, gardens, and public places, and to impose penalties for breach thereof.

14. To confer further powers upon the Council over and in respect of the seashore, foreshore, sands, and waste lands within their district, or fronting or adjoining thereto (hereinafter referred to as "the Shore"), and particularly in the following respects:—

The control of removing shingle, sand, or other material from the shore; the appointment of a superintendent of promenades and shore, erecting weather signals, conservatories, reading rooms, seats, lavatories, and other conveniences on the shore or adjacent thereto, regulating the user of the foreshore, regulating the bathing therefrom; imposing penalties on boatmen, taking passengers to sea when danger signal exhibited, imposing penalties for undressing or bathing except at the places and during the times prescribed by the Council; licensing bathing machines and annexing conditions to licenses of bathing machine proprietors; the employment of boatmen for protection of persons bathing; placing chairs and seats for public use on the seashore or other public place; making bye-laws in respect of all or any of the matters aforesaid or any other matter to be specified in the intended Act, and generally the regulating the user of the shore, and

to declare that the said shore and any unfenced ground adjoining or abutting on any street shall for the purposes of Sections 28 and 29 of the Towns Police Clauses Act, 1847, and of the Act 5 Geo. IV, cap. 83, or any Act amending the same, be a street or public place.

15. To empower the Council to sell and convey, demise and lease, or otherwise dispose of for building or other purposes, any lands and hereditaments purchased or acquired under the powers of the intended Act, and which may not be required for the purposes of the intended Act, and to exempt the Council and their superfluous lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous land.

16. To confer on the Council new and enlarged powers, and to make further provisions with reference to streets and buildings and sanitary and other matters including amongst others the following (that is to say):—

Defining future line of streets and provisions in relation thereto, definition of buildings and new buildings; erection of temporary buildings; plans and sections of new buildings and streets or alterations therein; alteration of plans, &c.; power of Council in relation thereto; plans to become property of Council; undertakings by owners or Council to bind successive owners and Council; construction of cellars and prohibition thereof in certain cases; levels of dwelling-houses; height of chimneys; powers as to repairs of private streets and liability of owners or occupiers of premises in respect thereof; crossing places; recovery of damages caused by excavations near footways or streets; public urinals and water-closets and lavatories; urinals to be attached to public and other houses; making of drains at owner's expense; deposit of plans void in certain cases; occupation of dwelling-houses, prohibition in certain cases; inspection by surveyor of buildings; powers of surveyor in respect thereof; powers to cause buildings or works to be cut into or taken down in certain cases; fencing of vacant or waste lands; repairing or enclosing dangerous places; exemptions of certain buildings; new streets intersecting streets; prohibiting the exposure of clothes for drying purposes in front of houses and streets, and placing stalls, &c., outside shops; and the placing of notices, placards, &c., outside windows.

17. To make further provisions in regard to the following matters:—

Extending the definition of nuisances within the meaning of Section 91 of the Public Health Act, 1875; willful damage to drains; inspection of drains and other sanitary works and conveniences; liability in constructing or repairing drains or other sanitary conveniences; cleansing of cisterns, &c.; closing polluted wells; amendment of Section 19 of the Public Health Acts Amendment Act, 1890; throwing rubbish into watercourses; keeping streams or watercourses from being choked up; cleansing thereof by owners or occupiers of land adjoining or abutting thereon; estimate of cost for same; execution of the work by Council if found necessary; and apportionment of expenses amongst owners and payment by them; and to enable the Council to take proceedings for preventing obstructions in water-courses, and other provisions in regard to the matters aforesaid.

18. 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.

19. To empower the Council to pay or contribute towards the payment of a public band of music, and also the cost of advertising the attractions of the town; to enable the Council to make bye-laws for regulating the exhibition of advertisements on hoardings, and the removal thereof if same unsafe.

20. To authorise the rating of penny-in-the-slot automatic and similar machines, and to make provisions for the valuation of such machines, and the inclusion of the same in the valuation lists, and for the assessing and recovery of such rates and otherwise in relation thereto.

21. To make provision for the prosecution of offences and recovery of penalties; to impose penalties for breaches of any of the provisions of the intended Act or any bye-laws; and to provide that all penalties recovered by or at the instance of the Council or any of their officers should be paid to the Council or their treasurer.

22. To empower the 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.

23. To empower the Council to apply to the purposes of the intended Act any funds, moneys, rates, or revenues now belonging to them, or which they are now authorised to raise, or which may come into their possession in exercise of the powers from time to time conferred upon them, and to enlarge the borrowing powers of the Council, and to authorise them to raise additional moneys for all or any of the purposes of the intended Act, or other purposes of the Council, by borrowing on mortgage, or bond, or debenture stock, or by way of annuity or otherwise; and to charge the monies so borrowed on the district fund and general district rate, and on all or any of the rates, funds, or revenues of the Council.

24. The intended Act will or may enable the Council to carry the provisions thereof into effect subject to the Public Health and Sanitary Acts, and other Acts, public and local, affecting the Council, with such modifications as may be contained in the intended Act, and for all or any of the purposes of the intended Act to make and enforce bye-laws and regulations, and to enter into and fulfil agreements and contracts, and the intended Act will or may confirm with or without alterations any such agreements and contracts which may have been or which may be entered into during the progress of the intended Act.

25. To incorporate with the intended Act or to re-enact with such variations, modifications and exemptions 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 Markets and Fairs Clauses Act, 1847, the Railways Clauses Consolidation Act, 1845, the Public Health Acts, the Local Government Acts, and all Acts amending those Acts, the Local Loans Act, 1875, and the Local Loans Sinking Funds Act, 1885.

26. To alter, extend, amend or repeal, as far as may be necessary for the purposes of the intended Act, the local and personal Acts and Orders relating to the District and the Urban District Council and all other Acts which may relate to or be in any way affected by any of the objects and purposes of the intended Act.

And Notice is hereby further given that duplicate plans and sections describing the lines,

situations, and levels of the proposed street improvements, and the lands, houses, and property in or through which they will be made, and plans showing the lands which may be taken under the powers of the intended Act, 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 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 Palatine of Lancaster, at his office at Preston, and with the parish clerk of the parish of St. Anne's-on-the-Sea, at his residence.

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

Dated this 15th day of November, 1895.

THOMAS BRADLEY, Clerk to the Urban District Council, St. Anne's-on-the-Sea.
BAKER, LEES, and POSTLETHWAITE,
22, Great George-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1896.

Brighton Marine Palace and Pier.

(Extension of Time for Completion of Pier and Works; Alteration and Regulation of Capital, Dividends and Interest; Preference or Priority for Portion of Capital Required to Complete and Equip Unfinished Pier and Works; Sale or Lease of Undertaking; Agreements with Corporation of Brighton and Limited Company; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Brighton Marine Palace and Pier Company (hereinafter called "the Company") for a Bill for the following purposes or some of them (that is to say):—

To extend the time limited by the Brighton Marine Palace and Pier Acts, 1888 and 1893, for the construction and completion of the pier and works described in and authorised by the said Act of 1888, and to provide for the exercise and continuance of the powers granted by the same Acts for the completion of the said (partly constructed) pier and works connected therewith.

To provide for the pier and works authorised by the Act of 1888 being carried out in a modified form, or in such manner as the Bill may prescribe, and to alter, amend or repeal the provisions; or some of the provisions of the Act of 1888 accordingly.

To provide that any penalties or obligations affecting the Company with respect to the construction and completion of the said pier and works, or any part thereof, within the periods limited by the said Acts, or either of them, shall be postponed and be deemed to refer to the extended time for the completion thereof prescribed by the Bill, and on the pier and works being carried out in such modified form and manner as the Bill may authorise, the penalties and obligations before referred to shall be discharged and cease to be operative or in force.

To provide that the unissued share and loan capital of the Company applicable to and required for the completion and equipment of the partly constructed and unfinished works shall have a preference and priority over any share and loan capital already issued, and over any outstanding debts of or claims against the Company, and generally to re-arrange and regulate the share and loan capital of the Company, and the priorities affecting the same, and to define the increased, reduced, or modified rates of dividend

and interest to which the holders of the different classes of share and loan capital of the Company shall be entitled, and if expedient, to reduce the amount of such capital.

To authorise the Company, either before or after the completion of the pier and works, to sell or lease their undertaking to the Corporation of the borough of Brighton (herein called "the Corporation") or to the Brighton Marine Palace and Pier Company, Limited (herein called "the Limited Company"), and to authorise the Corporation and the Limited Company, or either of them, to purchase the said undertaking, or accept a lease thereof, on such terms and conditions as may be agreed upon, or as may be defined by the Bill. And further to authorise the Company and the Corporation, and the Limited Company respectively, to make all such agreements and arrangements as may be deemed requisite for raising or securing the capital required for the completion of the said pier and works, and for dealing with the capital already expended thereon, or in connexion therewith, and for effectuating any such sale, purchase, or lease; and the Bill, if necessary, will provide for the winding-up and dissolution of the Limited Company.

The Bill will, so far as may be necessary or expedient for any of the purposes thereof, repeal, alter, extend, amend, and enlarge the provisions of the Brighton Marine Palace and Pier Acts, 1888 and 1893, and of any Act or Acts relating to the corporation and borough of Brighton.

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

Dated this 11th day of November, 1895.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

East Denbighshire Railway.

(Incorporation of Company; Powers to Construct Railways in County of Denbigh; Compulsory Purchase of Lands; Powers to Levy Tolls and Rates; Running Powers over Railways or parts of Railways of the Shropshire Union Railways and Canal Company the Wrexham, Mold, and Connah's Quay Railway Company, and the Wrexham and Ellesmere Railway Company; Working and other arrangements with Shropshire Union Railways and Canal Company; the Wrexham, Mold, and Connah's Quay Railway Company; the Wrexham and Ellesmere Railway Company; the Manchester, Sheffield, and Lincolnshire Railway Company, and the Cambrian Railways Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (in this notice called "the intended Act"), for the following purposes, or some of them (that is to say):—

1. To incorporate a Company (in this notice called "the Company"), and to enable the Company to make and maintain the railways and other works or parts thereof hereinafter described, in the county of Denbigh, with all necessary approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

Railway No. 1, commencing by a junction with the Wrexham, Mold, and Connah's Quay Railway, in the parish of Wrexham, at a point on that railway distant 12.5 chains, or thereabouts, measured in a southerly direction along that railway from the southern face

of the bridge carrying Mold-road over that railway at Exchange Station, and terminating in the parish of Ruabon on the waste land between the villages of Rhosllanerchrugog and Ponkey, numbered 650 on the $\frac{1}{2500}$ scale Ordnance Map of that parish, at a point 9.5 chains, or thereabouts, measured due north from the centre of the road called Gutter-hill, from a point in that road 5 chains or thereabouts, measuring in an easterly direction from the south-eastern corner of the Presbyterian chapel. The said Railway No. 1 will pass from, through, or into the parishes, townships, or places of Wrexham, Broughton, Bersham, Esclusham Above, Esclusham Below, Rhostallyn, Ruabon, Ponkey, and Rhosllanerchrugog, or some of them.

Railway No. 2, wholly in the parish of Wrexham and township of Esclusham Above, in the county of Denbigh, commencing by a junction with the Railway No. 1 in a field numbered 619 on the $\frac{1}{2500}$ scale Ordnance Map of that parish, at a point in the north-eastern corner of that field, 3 chains or thereabouts, from the easterly boundary fence thereof, measuring at right angles to that fence from a point thereon 5 chains or thereabouts from its intersection with the stream at the north-east corner of that field, measuring along that fence in a southerly direction, and terminating by a junction with the Pontycysyllte Railway of the Shropshire Union Railways and Canal Company at a point on that railway distant 2.25 chains, or thereabouts, measuring along that railway in a southerly direction from the termination of that railway.

2. To authorise the Company, from time to time, to make and maintain, in connection with the abovementioned works, or any or either of them, all necessary and convenient stations, gates, approaches, transit sheds, bonding or other warehouses, sheds, quays, wharves, wharf walls, embankments, staiths, stairs, stalls, tramways, sidings, junctions, machinery, cranes, and other works and conveniences.

3. To deviate laterally from the lines and vertically from the levels in the construction 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 specified in the intended Act.

4. To empower the Company to purchase and take by compulsion or agreement and to hold lands, houses, and buildings, and easements for the purposes of the intended railways and works, and also to purchase and take in like manner for other purposes connected with their undertaking, and to hold certain lands and buildings, in the said parish of Wrexham, and the township of Esclusham Above, lying immediately north of Hall-street, Rhosllanerchrugog, at the point where the said Pontycysyllte Railway crosses the said street, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and buildings, or which would in any manner impede or interfere with the construction, maintenance, and use of the intended railways and works, or lands or any of them, and to confer, vary, or extinguish other rights and privileges.

5. To cross, divert, alter, or stop-up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, watercourses, drains, and sewers, and telegraphic, telephonic, and other electric apparatus within or adjoining the said parishes and extra-parochial

or other places, or any of them, as it may be necessary to cross, divert, alter, stop-up, or otherwise affect or interfere with for the purposes of the intended railways and works, or any or either of them, or other the purposes of the intended Act.

6. To enable the Company to demand and recover tolls, rates, dues, or other charges for or in respect of the intended railways and works, and for the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates, and charges.

7. To empower the Company or any other company or companies lawfully working or using the railway of the Company, to run over, work, and use with their engines and carriages for the purposes of traffic of every description, including local traffic, and with their clerks, officers, and servants upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, as defined or authorised by the intended Act, the following railways, or portions of railways, or so much thereof as the intended Act may prescribe (that is to say):—

So much of the railway of the Shropshire Union Railways and Canal Company as constitutes the Pontcysyllte Railway of that Company.

So much of the railway of the Wrexham, Mold, and Connah's Quay Railway Company as constitutes the Central Station at Wrexham aforesaid of that Company, and the railway between the said Central Station and the commencement of the Railway No. 1, hereinbefore described.

So much of the railway of the Wrexham and Ellesmere Railway Company as constitutes the central station at Wrexham aforesaid of that Company, and the railway of that Company between that station and the junction of such railway with the Wrexham, Mold, and Connah's Quay Railway.

8. To empower the Company to use the booking-offices, warehouses, landing places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith, or either of them.

9. To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said portions of railways and station so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the aforesaid railway companies are now authorised to demand and take in respect thereof.

10. To enable the Company to purchase or acquire by agreement so much of the undertaking of the said Shropshire Union Railways and Canal Company as constitutes the said Pontcysyllte Railway of that Company, and to authorise the said Shropshire Union Railways and Canal Company to sell the said railway upon terms to be agreed, and to confirm any agreement which has been or may be entered into for that purpose.

11. To enable the Company and the Shropshire Union Railways and Canal Company, the Wrexham, Mold, and Connah's Quay Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Wrexham and Ellesmere Railway Company, and the Cambrian Railways Company, or any one or more of them, to enter into and carry into effect and rescind agreements and arrangements for or with respect to the working, use, management, maintenance, and construction of the intended railways and works, or any part thereof, and with respect to

the supply of rolling or working stock, plant, and machinery, and the appointment and removal of officers and servants for the conduct and conveyance of traffic on the intended railway, and with respect to the payments to be made by or to the Company to or by the said Companies, or any one or more of them, and the conditions to be performed in reference to such working, use, management, construction, and maintenance, and with respect to the interchange, collection, accommodation, conveyance, transmission, and delivery of traffic, upon coming from or destined for the respective railways of the contracting companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic; and the fixing, collection, payment, division, and appropriation, apportionment and distribution of the receipts arising from such traffic, or other the profits of the respective undertakings, and the payment of any fixed or contingent rent; and to authorise and provide for the appointment of a joint committee for carrying into effect every and any such agreements as aforesaid, and to confirm and to give effect to any agreement which has been or may be entered into between the Company and the said companies, or any or either of them, in reference to the matters aforesaid, or any of them.

12. To authorise the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, 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 during the construction of the railways or such other period as the intended Act may prescribe.

13. To vary or extinguish, extend or modify, all rights, powers, privileges, and jurisdictions, which are inconsistent with, or which would interfere with the objects of the intended Act, and to confer other rights and privileges.

14. And the intended Act will incorporate with itself the provisions, or some of the provisions of the following Acts, or some, or one of them, namely, "The Railways Clauses Consolidation Act, 1845;" "The Railway Clauses Acts, 1863 and 1869;" "The Lands Clauses Acts;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869."

15. To alter, amend, vary, extend, enlarge, or repeal all or any of the provisions (so far as may be necessary for the purposes of the intended Act) of the 7 and 8 Geo. IV., cap. 102, and any other Acts relating to the Shropshire Union Railways and Canal Company, the 25 and 26 Vic., cap. 221, and any other Act relating to the Wrexham, Mold, and Connah's Quay Railway Company, the Wrexham and Ellesmere Railway Act, 1885, and all other Acts relating to that Company, 12 and 13 Vic., cap. 81, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, the 27 and 28 Vic., cap. 262, and any other Acts relating to the Cambrian Railways Company.

And notice is hereby further given, that duplicate plans and sections describing the lines, situations, and levels of the intended railways and works, and the lands, houses, and other property in, through, or over which they will be made, which may be taken for the purposes thereof, and an Ordnance Map showing the general course and direction of the intended railways, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees, or reputed lessees, or occupiers of such lands, houses, and other property with 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 Denbigh, at his office at Ruthin, 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 railways and works are intended to be made, or within which any of the said lands and property intended to be taken are situate, with a copy of this notice will be deposited for public inspection as regards parishes, with the parish clerk and clerk or chairman of the parish council of each such parish, at his office or place of abode, and as regards any extra-parochial or other place, with the parish clerk and clerk or chairman of the parish council of an adjoining parish, at his office or place of abode.

And notice is hereby also 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.

J. B. POLLITT, 54, John Dalton-street,
Manchester, Solicitor for the Bill.

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

In Parliament.—Session 1896.

Trust Association (Duties of Trustees Assumption) Bill.

(Power to persons in fiduciary capacity to transfer to an Association to be Incorporated under the Companies Acts, 1862 to 1890, or by the Bill, and to such Association to undertake office of Trustee, &c., and to act in fiduciary character; Powers to Courts of Justice and other Authorities, *cestui que Trusts*, and other persons; Provisions as to keeping Accounts, &c., by Bank of England, &c.; Stocks of Company to be Trustee Stocks; Agreements; Powers to and Provisions for Incorporation of Association by Bill, &c., &c.)

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

To authorise any Trustees, Executors, Administrators, Receiver, Managers, Liquidators, Attornies, or Committees, or other persons acting in a fiduciary capacity (which several persons are hereinafter referred to as, and included in the expression, "trustees") to, transfer to a Trust Investment Association, to be constituted and registered under the Companies Acts, 1862 to 1892, by Edwin Thomas Botwright, Percy William Bullock, John Henry Chapman, James Alfred Fuller, Wm. Henry Stentiford, Herbert John Wells, and Thomas Winter, or the majority of them, or of the survivors of them, or, if thought fit, to be incorporated by the Bill under such name as may be prescribed by the Memorandum of Association of such Association, or by the Bill, as the case may be (which Association is hereinafter referred to as "the Association"), all or any trust funds, or real or personal property vested in, or under the control or management of, and any rights, powers, interests, duties, liabilities, and obligations of, or attaching to the office of such Trustees, and to enable the Association to undertake and execute the office of Trustee, Executor, Administrator, Receiver, Manager, Liquidator, Attorney, or Committee or any other office of a fiduciary character in Great Britain or Ireland, or in any

Colony or Dependency of the British Empire or elsewhere, and to accept and receive any Trust Funds or property which may be transferred to them as aforesaid, or of which they may be appointed the trustees, and to perform through their officers or otherwise the duty of any such office, and exercise any rights and powers, and undertake any liabilities or obligations attaching to such office, and to release and discharge any and every Trustee so transferring such Trust Funds or property, rights, powers, interests, duties, liabilities or obligations to the Association from, and indemnify such Trustee against all claims, demands, and obligations arising out of or attaching to his office, and to make provision for the due performance of the duties so transferred to or undertaken by the Association and its officers, and if thought fit as to security to be from time to time given for the due performance of any office transferred to or undertaken by the Association, and to confer upon the Association and its officers all such powers as an individual would have in any such capacity, including power to apply for and obtain Probate of Wills, Administration with Will annexed, and such other power as any Court is or may be empowered to grant, either under the said intended Act, or otherwise.

To confer upon Trustees and *cestui que trusts* and any persons beneficially entitled to or interested in any property or funds under the control or management of Trustees, and all other persons under legal disability, all such powers as may be necessary for effecting the objects of the Bill.

To empower the High Court of Justice, or any other Court, Judge, authority, or person having jurisdiction in any matters of a fiduciary nature in England, Scotland or Ireland, or in any Colony or dependency of the British Empire, to appoint the Association as Trustee, Administrator, Receiver, Manager, Liquidator, Attorney, or Committee, and to accept the Association as surety with or without the concurrence of any other surety in any case in which any Trustee, Administrator, Receiver, Manager, Liquidator, Attorney, or Committee, or other person in a fiduciary capacity is required to give security, and generally to do all such acts and things, and exercise all such jurisdiction as may be necessary for giving effect to the purposes of the intended Act, or as may be prescribed or provided for thereby.

To authorise the Association to demand, receive and recover fees, charges or other payments or remuneration for or in respect of any duties or business undertaken or executed by them, either from the capital or income of any Trust or other funds under their management or control.

To make provision for the receiving, entering, and keeping by the Banks of England and Ireland, and any other bank, company, corporation, firm, or person of separate accounts of all moneys, stocks, funds, or securities standing in the name of, and registers and other documents relating to the Association, and for the giving by such banks, corporations, firms, and persons of all such facilities and the doing of all such things as may be requisite or expedient for distinguishing and identifying all such accounts, subject to such restrictions or regulations (if any) as may be prescribed by the intended Act, and to make provision for dealing with unclaimed funds.

To confer upon the Association and their Directors, officers and servants, and all other bodies and persons all such powers, privileges, exemptions, and immunities as may be requisite or expedient in giving effect to the purposes of the intended Act, and to declare and define the rights and remedies against the Company, and the

Directors and Officers of the Company, of persons having any claim against the Company in the execution of the office of Trustee, or being beneficially or otherwise entitled to or interested in any property in the hands or under the control or management of the Company.

To empower the Association on the one hand, and any Trustee, Executor, Administrator, Receiver, Manager, Liquidator, or Committee, or any cestui que trust, beneficiary, or legatee of or under any existing or future deed, will, settlement, letters of administration, bankruptcy, liquidation, proceedings in lunacy, or other instrument or proceeding whatsoever by or under which any trust is or may be created on the other hand, to enter into and carry into effect agreements with respect to all or any of the matters aforesaid.

To render the stocks, funds, and securities of the Association available as investments to any Corporation or person in a fiduciary capacity or under legal disability, and to make special provisions in regard to the formation of insurance or reserve funds, and the investment of funds of the Association.

If thought fit to incorporate the Association by the Bill with such powers, rights, and privileges as are usually conferred upon Trust Companies, or such further and other powers as the Bill may define, and whether in extension of the provisions or objects of any Memorandum of Association which may have been registered in relation to the Association or otherwise, and if need be to dissolve and re-incorporate the Association, and cancel and annul, amend, and extend any such Memorandum, of Association and any Articles of Association of the Association.

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

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 the 25th day of November, 1895.

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

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

In Parliament.—Session 1896.

Marlborough and Grafton Railway.

(Incorporation of Company; Construction of Railways from Marlborough to Grafton, in the county of Wilts; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Payment of Interest out of Capital during Construction; Working and Traffic Agreements with Midland and South Western Junction Railway Company; Further Powers to Midland and South Western Junction, Midland, and London and South Western Railway Companies, and Agreements with them; Applications of Powers in Midland and South Western Junction Railway Acts to the Company and those other Companies; Incorporation and Amendment of Acts.)

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

1. To incorporate a Company, and to empower the Company so to be incorporated (in this Notice called "the Company") to make

and maintain the railways hereinafter described, or some part or parts thereof, with all necessary stations, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

(1) A Railway No. 1, commencing in the parish of Preshute by a junction with the Midland and South Western Junction Railway near Marlborough, at a point thereon 242 yards or thereabouts, measuring in a south-westerly direction along that railway from the centre of the bridge carrying that railway over the Salisbury-road, adjoining that Company's Marlborough Railway Station, and terminating at or near Wolfhall, by a junction with the Midland and South Western Junction Railway, at a point 300 yards or thereabouts, measuring in a south-easterly direction along that railway from the centre of the face of the south-east abutment of the bridge carrying that railway over the Kennett and Avon Canal and occupation road adjoining, and passing through the parishes or places of Preshute, North Savernake, South Savernake, Wootton Rivers, Burbage, Grafton and Great Bedwyn, or some of them, all in the county of Wilts.

(2.) A Railway No. 2, commencing at the termination of Railway No. 1 before described, and terminating in the parish of Grafton by a junction with the Midland and South Western Junction Railway, at a point 47 yards or thereabouts, measuring in a southerly direction along that railway from the centre of the bridge carrying that railway over the public road leading from Burbage to East Grafton, adjoining that Company's Grafton Station, all in the parishes of Grafton and Great Bedwyn, in the county of Wilts.

2. To deviate laterally from the lines and vertically from the levels of the proposed railways and works shown upon the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorized by the intended Act.

3. To cross, divert, alter, or stop up, temporarily or permanently, all roads, highways, streets, footpaths, pipes, sewers, streams, canals, watercourses, bridges, railways, electric and telegraphic and telephonic apparatus which it may be necessary to interfere with in constructing, working, or maintaining the intended railways.

4. To purchase and take, by compulsion or agreement, lands, houses, and other property, for the purposes of the intended railways and works, and to acquire and take easements or other rights or interests over or affecting lands, houses, and property; and to vary or extinguish all rights and privileges connected with such lands, houses, and property.

5. To demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways, to alter existing tolls, rates, and charges, and to confer exemptions from the payment of tolls, rates and charges.

6. To authorize the Company, notwithstanding anything in the Companies' Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company, during the construction of the railway.

7. To empower the Company on the one hand; and the Midland and South Western Junction Railway Company and any Companies lawfully using or working the railway of the

last-named Company on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements in perpetuity or otherwise with respect to the construction, working, use, management, and maintenance or leasing of the railways and works of the Company, or any part or parts thereof; the collection, management, regulation, interchange, transmission, and delivery of traffic upon, or 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 all other purposes necessary for or incidental to any of the matters aforesaid; and the intended Act will or may sanction or confirm any contract or agreement which, previous to the passing thereof, may be entered into, touching any of the matters aforesaid.

8. To apply to the Company and to the intended railways all or some of the provisions of the Acts relating to the Midland and South Western Junction Railway, with respect to running powers and other rights and privileges now possessed and enjoyed by the Midland and South Western Junction Railway Company, the Midland Railway Company, and the London and South Western Railway Company, with respect to the respective undertakings of those Companies, subject to such amendments, modifications or alterations as may be agreed or as Parliament may sanction, and to enable the Company and the other Companies in this paragraph mentioned to make and carry into effect all requisite agreements with reference to any of these purposes.

9. The intended Act will vary or extinguish all rights, powers, and privileges which may interfere with its objects, and incorporate, with or without modification, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Acts, 1863, 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 it will or may amend or enlarge some of the provisions of the Swindon, Marlborough and Andover, and Swindon and Cheltenham Extension Railway Companies (Amalgamation) Act, 1884, the Acts Local and Personal, 4 and 5 Will. IV., cap. 88, 2 and 3 Vic., cap. 28, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland and London and South Western Railway Companies respectively.

10. Duplicate plans and sections, describing the lines, situations, and levels of the intended railways and 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 thereof, and an Ordnance map showing the general course and direction of the intended railways, 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 Wilts, at his office at Marlborough, and so much of the said plans, sections, and book of

reference as relates to each of the before mentioned parishes, and a copy of the said Gazette Notice will be deposited on or before the same day with the respective Parish Clerks and the Clerk or Chairman of the Parish Council of each such parish at their respective offices or usual places of abode.

12. 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 15th day of November, 1895.

MULLINGS, ELLETT and Co., Cirencester,
Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Aldershot and Farnborough Tramways
Extension.

(Construction of Tramways from Farnborough to Aldershot; Gauge; Motive Power; Power to Open the Surface of Streets and Roads, and to make Agreements with Local Bodies; Tolls; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order authorising the construction and maintenance of the several tramways hereinafter described, or some or one of such tramways, all in the parishes of Farnborough and Aldershot, in the county of Hants, with all necessary and proper rails, plates, sleepers, sidings, works, buildings, and conveniences.

Tramway No. 1 will consist of a main line of tramway commencing in the parish of Farnborough, in the county of Hants, by a junction with the existing line of the Aldershot and Farnborough Tramways on the west side of the Farnborough-road, at a point in the said road about one chain north of the entrance to Boundary-road, curving eastwardly into Boundary-road as far as Alexandra-road, thence southwardly along Alexandra-road, crossing Lynchford-road and terminating on the south side of the said Lynchford-road at the boundary of land belonging to Her Majesty's Government, and used for War Department purposes.

Tramway No. 1 will be a single line throughout except at a point three chains north of its termination, where for a distance of 2.5 chains it will be a double line.

Tramway No. 2 will consist of a main line of tramway partly in the parish of Farnborough and partly in the parish of Aldershot, commencing by a junction with the existing line of tramways along the Lynchford-road at a point about 4.5 chains to the east of the termination of Tramway No. 1, thence along the cross road that runs in a south-easterly direction into Cranbrook-road, thence turning to the south-west and running along Cranbrook-road through the North Camp, crossing the Basingstoke Canal by a special bridge, through the South Camp, over Hospital Hill, crossing the General Parade Ground, and terminating at the junction with Hospital Hill-road.

Tramway No. 2 will be a single line throughout except at six points distant respectively from the commencement thereof about 2 furlongs 9 chains, 5 furlongs 4 chains, 7 furlongs 5 chains, 9 furlongs 2.5 chains, 11 furlongs 4 chains, and 13 furlongs 2 chains, where for a distance in each case of 2.5 chains it will be a double line.

The above route of Tramway No. 2 is subject to the permission and control in all things of Her Majesty's Government, and the route shall be varied, such branch or subsidiary lines con-

structed, and generally such conditions complied with as Her Majesty's Government may direct.

Tramway No. 3 will consist of a main line of tramway in the parish of Aldershot, commencing by a junction with Tramway No. 2 at its termination aforesaid, continuing along Hospital Hill-road as far as the corner of Hospital Hill-road and Avenue-road, along Avenue-road to the junction of Avenue-road with Wellington-street, thence either (i) along Avenue-road to Station-road at its junction with High-street, or (ii) turning in a southerly direction into Wellington-street, along Wellington-street to its junction with High-street, thence turning in an easterly direction and running along High-street to its junction with Station-road. Thence in any event whether route (i) or (ii) be followed, the line will run along Station-road, crossing Victoria-road, passing the gates of the Station-yard of the London and South Western Railway Company at Aldershot, turning into Arthur-street, along Arthur-street as far as its junction with Victoria-road, and then turning to the west and running along Victoria-road to the junction of that road with Station-road, and there joining the line of tramways which is to run along Station-road.

Tramway No. 3 will be a single line throughout except at two points, one of which will be distant about one chain eastwardly from the junction of Hospital Hill-road with Avenue-road, and the other, if route (i) is followed, will be distant about one chain westwardly from the junction of Avenue-road with Station-road; but if route (ii) is followed, will be at the junction of Wellington-street and High-street. In each case the double line will be about 2.5 chains in length.

All the said tramways will be laid throughout of the ordinary railway gauge.

To grant or renew to the promoter all such consents, licenses, powers, and authorities as may be necessary for the proper maintenance and working of the existing line of the Aldershot and Farnborough Tramways, and for vesting the same in the promoter, and for working the same in conjunction with the tramways above-mentioned.

To authorise the promoter from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other places as may be necessary or convenient for the efficient working of the existing or proposed tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stable or carriage sheds or works or buildings of the promoter, and in certain cases to construct and maintain temporary tramways.

To authorise the promoter to enter upon and open the surface of, and to alter and stop up, remove and otherwise interfere with streets, roads, highways, footpaths, canals, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the existing or proposed tramways and works, or for substituting others in their places, or for any other purpose.

To authorise the promoter to purchase or take on lease lands, buildings, or hereditaments, rights or easements, and to erect offices, stables, yards, and workshops and other buildings, and to sell or lease the same when so acquired.

To enable the promoter to use electricity or other mechanical or horse power for haulage of the cars on the existing and proposed tramways.

To enable the promoter to enter into and make with any Company, Corporation, body, or person any contract, agreement, or obligation necessary to effect the above objects or any of them.

To enable the promoter to use the existing and proposed tramways for the purpose of conveying passengers, luggage, animals, goods, parcels, and other traffic.

To enable the promoter to levy tolls, rates, and charges for the use of the existing and proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, or other traffic upon the same, and to confer, vary, or extinguish other rights or privileges.

And notice is hereby given, that duplicate plans and sections of the proposed tramways and works, 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, with the Clerk of Peace for the county of Southampton, at his office at Winchester, in the said county, at the office of the Board of Trade, Whitehall, the Private Bill Office of the House of Commons, and with the Clerk of the Parliaments at the House of Lords; and that a copy of so much of the said plans and sections as relates to each of the parishes in or through which the proposed tramways will be made or pass, and also a copy of this advertisement, will, on or before the said 30th day of November, be deposited for public inspection as follows (that is to say):—For the parish of Aldershot, with the clerk of that parish, at his office at Aldershot aforesaid; for the Parish Council of Farnborough, with the clerk of that Council, at his office at Farnborough aforesaid; and also with the clerk to the Hartley Wintney Rural District Council, at Odiham, in the county of Hants; and with the clerk to the Aldershot Urban District Council, at Aldershot aforesaid.

Printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1895, be obtained at the office of the undersigned, Messrs. Rooper and Whately, 17, Lincoln's-inn-fields, London, W.C., on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order, when settled and made, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; and at the office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of the undersigned, Messrs. Rooper and Whately, 17, Lincoln's-inn-fields, London, W.C., and will there be supplied to all persons applying for them at the price of one shilling each.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and copies of the objections must, at the same time, be sent to the undersigned, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the promoter or his agents.

Dated this 14th day of November, 1895.

ROOPER and WHATELY, Solicitors, 17, Lincoln's-inn-fields, [London, W.C.]; Agents for the Promoter.

In Parliament.—Session 1896.

Bute Docks (Cardiff).

(Transfer to and Vesting in the Bute Docks Company of the Undertakings of the Company of Proprietors of the Glamorganshire Canal and of the Aberdare Canal Navigations, and Dissolution of the two last-named Companies; Abandonment and Discontinuance of their Undertakings or portions thereof; Maintenance of portion of Glamorganshire Canal; Diversion of Waters of the River Taff; Compensation Water; Dredging, Deepening, and Scouring; Power to Lease or Sell portions of Glamorganshire and Aberdare Canals; Construction of Railways from Cardiff up the Taff and Aberdare Valleys, with Branches, and of Cut or Channel; Acquisition of Lands; Running Powers over Railways of Taff Vale, Rhymney, Great Western, Brecon and Merthyr Tydfil Junction, Pontypridd, Caerphilly, and Newport, London, and North Western, and other Railway Companies, and over Projected Railways; Working and other Agreements with those Companies, and with the Rhondda and Swansea Bay and Midland Railway Companies; Provision as to Transmission, &c., of Traffic; Regulations and Requirements as to Working and Mixing of Coal, Coke, and Culm Traffic by Railway Companies; Repealing or Amending Sections of Bute Docks Act, 1830, saved by the Bute Docks Act, 1865; Interference with Roads, Bridges, Water Pipes, Sewers, &c.; Agreements; Additional Capital and Borrowing Powers; Tolls, Rates, and Charges; Bye-laws; Separate Undertakings; Change of Name of Company; Payment of Interest out of Capital; Incorporation; 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 Bute Docks Company (hereinafter called "the Company") 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:—

1. To transfer to and vest in, or provide for the transfer to and vesting in the Company of the undertakings, or some part or portion of the undertakings, of the Company of Proprietors of the Glamorganshire Canal Navigation (hereinafter called "the Glamorganshire Canal Company") and of the Company of Proprietors of the Aberdare Canal Navigation (hereinafter called "the Aberdare Canal Company"), respectively, together with all or some of the estates, properties, rights, powers, and privileges belonging to, or enjoyed, or exercisable by those Companies, or either of them (including their rights to levy tolls, rates, and charges), for such consideration and on such terms and conditions as may be agreed on, or as may be fixed by arbitration, or otherwise prescribed by the Bill, and to provide for the exercise and carrying into effect by the Company of all or any of the powers and provisions of any Act or Acts of Parliament relating to or affecting either of the said Canal Companies or their undertakings.

2. To provide for the winding up and dissolution of the Glamorganshire and Aberdare Canal Companies (hereinafter referred to as "the two Canal Companies") as separate and independent Companies, and for the amalgamation of those Companies, and incorporation of the proprietors thereof, with the Company, and for the fulfilment and discharge by the Com-

pany of all or some of the contracts, agreements, or arrangements entered into and liabilities incurred by the two Canal Companies respectively, either alone or jointly with any other company, body, or person, or otherwise howsoever.

3. To make provision for the conversion and exchange into shares or stock of the Company of the shares and stocks of the two Canal Companies, or for the issue of shares, stock, debenture stock or mortgages of the Company to the holders of shares, stock, debenture stock or mortgages of the two Canal Companies, in substitution for or in lieu of their present holdings; and to provide for the mortgages, debentures, and debenture stock and other debts of the two Canal Companies and the security of their respective creditors, and to enable the holders of shares or stocks in the capital of those Companies, including any corporations, bodies, or persons not sui juris, to accept and to require the appropriation and delivery to them of shares or stock of the Company in substitution for their shares or stock in the two Canal Companies.

4. To provide for and regulate the making of compensation to officers and servants of the two Canal Companies.

5. To authorise the abandonment, stopping up, and discontinuance of the Aberdare Canal, and also of so much of the Glamorganshire Canal as lies northward of Melingriffith Lay-bye, or such other point as may be defined in the Bill, and for the diversion of all waters therefrom, and from all canals, streams, or works deriving water from those canals or either of them into the river Taff or the river Cynon, or other streams or places convenient for such purposes.

6. To relieve the two Canal Companies and the Company from any obligation or liability to maintain or keep open for public traffic the navigation of the said canals so far as authorised to be abandoned, or the locks and works connected therewith respectively, and from any other obligation or liability in relation to the respective undertakings of the two Canal Companies or their water supply, or otherwise in respect thereto, and to extinguish all rights and privileges upon, over, or along or in relation to the said canals or the waters thereof, or any part or parts thereof, or of the wharves, quays, towing paths, or other works connected therewith, and to empower the Company to use and appropriate the site of the said canals, and of the wharves, quays, towing paths, or lands and works connected therewith, or of any part thereof, for the purpose of the railways hereinafter described, or for the other purposes of the Company's undertaking or of the Bill.

7. To enable the Company to have, exercise, and enjoy all or some of the rights, powers, and privileges of the two Canal Companies with respect to the taking and use of the waters of the river Taff and of the Glamorganshire and Aberdare Canals, and all other waters now under the control of the two Canal Companies, and to enable them to take, abstract, or divert the same for the purposes of supplying such portions of the Glamorganshire Canal as shall not be abandoned, or for the purposes of the Company's undertaking, or for providing compensation to persons affected by the stopping up, discontinuance, and abandonment of the said canals, or either of them, or portions thereof; and to enable the Company to fill in and level such portions of the said canals as may be rendered unnecessary or may be abandoned in consequence of the construction of the intended railways and works

hereinafter described, or any of them, or to continue such portions as feeders for any of the purposes mentioned in the Bill.

8. To make provision with respect to the quantity of compensation water (if any) to be given by the Company for the benefit or protection of parties interested in or using any of the waters to be taken, abstracted, diverted, used, or appropriated under the powers of the Bill, and to provide that such compensation water shall be in lieu of any other compensation to such parties for such taking, diversion, abstraction, use, and appropriation.

9. To authorise the Company to dredge, scour, widen, deepen, and improve from time to time such portions of the Glamorganshire Canal as shall not be abandoned as aforesaid, and all accesses thereto from the Bute Docks or the sea or otherwise.

10. To repeal, alter, or modify, so far as may be necessary for the purposes of the Bill, all or some of the Acts 30 Geo. III, cap. 82; 36 Geo. III, cap. 69; and 45 & 46 Vict., cap. 176, relating to the Glamorganshire Canal; and 33 Geo. III, cap. 95, relating to the Aberdare Canal, or some of those Acts or some portions thereof; and to relieve the Company from all or some of the provisions of those sections still in force of the Act 1 Will. IV, cap. 133 (local), saved by the Bute Docks Act, 1865 (including those provisions which relate to the levels of the water of the Glamorganshire Canal and of the Bute West Dock), and to repeal, alter, or modify those provisions, or to enact other provisions in lieu thereof.

11. To make provision for the future management and maintenance by the Company of so much of the Glamorganshire Canal and wharves, quays, towing paths, or other works or conveniences connected therewith, as lies to the southward of Melingriffith Lay-bye, including that lay-bye, or such other portion of the said canal, as may be provided by the Bill, and to adapt thereto the provisions of the existing Acts relating to that canal, or to make new provisions as may be thought expedient.

12. To enable the Company to make and maintain the several railways and the diversion of the Melingriffith Feeder and other works hereinafter described, together with all proper stations, sidings, approaches, bridges, cuts, channels, roads, sewers, drains, culverts, sluices, dams, connecting pipes, watercourses, and other works and conveniences connected therewith, that is to say:—

I.—Glamorganshire Lines.

- (1) A railway (No. 1), commencing in the parish of Roath and borough of Cardiff by a junction with an existing railway belonging to the Company, at a point distant 80 yards or thereabouts, measured along that railway in a southerly direction from a point where that railway joins the Roath Branch of the Taff Vale Railway Company, as the last-mentioned point is indicated by a boundary post on either side of the rails, and terminating in the parish of Whitchurch, in a field numbered 612 upon the Ordnance Survey map of that parish, at a point 73 yards or thereabouts, measured in a north-easterly direction from the centre of the bridge carrying the Taff Vale Railway over the Glamorganshire Canal, and 60 yards or thereabouts, measured in a south-westerly direction from the north-western corner of the said field;
- (2) A railway (No. 2), commencing in the parish of Whitchurch by a junction with

the intended Railway No 1, at the point of termination thereof, and terminating in the parish of Eglwysilan, in the centre of the public road leading from Cardiff to Merthyr Tydfil, at a point 46 yards or thereabouts, measured in a northerly direction from the finger post situated at the junction of the said road with the public road leading from Cardiff to Pontypridd;

- (3) A railway (No. 3), commencing in the parish of Eglwysilan by a junction with the intended Railway No. 2, at the point of termination thereof, and terminating in the parish of Merthyr Tydfil on the eastern bank of the Glamorganshire Canal, at a point 207 yards or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying the road or street at the south end of Merthyr Lock over the said canal;
- (4) A railway (No. 4), commencing in the parish of Llanfaban by a junction with the intended Railway No. 3, at a point in the bed of the Glamorganshire Canal 47 yards or thereabouts, measured in a southerly direction from the centre of the bridge carrying the road leading from Navigation House Hotel over the said canal, and 4 yards or thereabouts, measured in an easterly direction from the western bank thereof, and terminating in the parish of Aberdare, in a field numbered 852 on the said Ordnance Survey map of that parish, at a point 51 yards or thereabouts, measured in a north-easterly direction from the point where the northern fence of the said field intersects the boundary fence of the Great Western Railway, and 2 yards or thereabouts from the said northern fence;
- (5) A railway (No. 5), commencing in the parish of Llandaff by a junction with the Rhymney Railway, at a point 33 yards or thereabouts, measured in a northerly direction along the said Rhymney Railway, from the centre of the bridge carrying that railway over the Roath Branch of the Taff Vale Railway, and terminating in the same parish by a junction with the intended Railway No. 1, hereinbefore described, in a field numbered 176 upon the said Ordnance Survey map of that parish, at a point 14 yards or thereabouts, measured in a westerly direction from the eastern boundary of that field, and 35 yards or thereabouts, measured in a south-westerly direction from the north-eastern corner of the same field;
- (6) A railway (No. 6), commencing in the parish of Whitchurch by a junction with the northernmost lines of rails of the Taff Vale Railway, at a point 118 yards or thereabouts, measured in a westerly direction from the centre of the bridge carrying the public road, at the east end of Llandaff Station, over the said railway, and terminating in the same parish by a junction with the intended Railway No. 2, at the point of commencement thereof hereinbefore described;
- (7) A railway (No. 7), commencing in the parish of Eglwysilan by a junction with the easternmost lines of rails of the Taff Vale Railway, at a point 10 yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying the public road leading from Tongwynlais to Pentyrch, over the said railway, and terminating in the same parish by a junction

- with the intended Railway No. 2, hereinbefore described, in the bed of the Glamorganshire Canal, at a point 205 yards or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying the said public road, over the said canal, and 3 yards or thereabouts, measured in a south-westerly direction from the eastern bank of the said canal;
- (8) A railway (No. 8), commencing in the parish of Eglwysilan by a junction with the intended Railway No. 2, in the centre of the public road leading from Treforest turnpike gate to Pentre-bach, at a point 10 yards or thereabouts, measured in a north-easterly direction from the centre of the bridge carrying the said public road over the Glamorganshire Canal at Glyntaff, and terminating in the parish of Llantwit Fardre, by a junction with the rails of the Taff Vale Railway, at a point 63 yards or thereabouts, measured in an easterly direction along the said rails from the junction of the Pontypridd, Caerphilly, and Newport Railway with the Taff Vale Railway, near Pontypridd Station;
- (9) A railway (No. 9), commencing in the parish of Eglwysilan by a junction with the rails of the Pontypridd, Caerphilly, and Newport Railway, at a point above the centre of the western abutment of the bridge carrying the said railway over the Glamorganshire Canal, and terminating in the same parish by a junction with Railway No. 2 at the termination thereof;
- (10) A railway (No. 10), commencing in the parish of Eglwysilan by a junction with the intended Railway No. 3, in the bed of the Glamorganshire Canal, at a point 215 yards or thereabouts, measured in a northerly direction from the centre of the bridge called Pont-shon-Norton, carrying the public road over the said canal, and terminating in the same parish by a junction with the railway belonging to the Albion Colliery Company, Limited, at a point 59 yards or thereabouts, measured in a northerly direction from the point where the said railway joins the Taff Vale Railway, as such last-mentioned point of junction is indicated by a gate across the rails;
- (11) A railway (No. 11), commencing in the parish of Llanfabon by a junction with Railway No. 3, at a point in the centre of the bed of the Glamorganshire Canal, distant 7 yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying the Llancaiach Branch of the Taff Vale Railway over the said canal, and terminating in the same parish by a junction with the westernmost lines of rails of the railway of the Dowlais Merthyr Colliery, belonging to Lord Wimborne, at a point distant 207 yards or thereabouts, measured in a northerly direction along the said rails from the wagon weighbridge situated to the south of the said colliery;
- (12) A railway (No. 11A), commencing in the parish of Llanfabon by a junction with the intended Railway No. 3, at a point in the bed of the Glamorganshire Canal, distant 323 yards or thereabouts, measured in a south-easterly direction along the bed of that canal from the centre of the bridge carrying the Llancaiach Branch of the Taff Vale Railway over the said canal, and terminating in the same parish by a junction
- with the said Llancaiach Branch at a point distant 202 yards or thereabouts, measured in a north-easterly direction from the eastern abutment of the bridge carrying the said Llancaiach Branch over the said canal;
- (13) A railway (No. 12), commencing in the parish of Merthyr Tydfil by a junction with the intended Railway No. 3, in a wood or enclosure numbered 2,035 upon the said Ordnance Survey map of that parish, at a point 248 yards or thereabouts, measured in a southerly direction from the south-eastern corner of the building known as Rhos Cottage, and 38 yards or thereabouts, measured in an easterly direction from the line of the boundary fence of the Taff Vale Railway, separating the said railway from the said wood or enclosure, and terminating in the parish of Gelligaer by a junction with the railway belonging to the Great Western and Rhymney Railway Companies jointly, known as the Bargoed-Taff Branch, at a point on that branch 4 yards or thereabouts, measured in a southerly direction from a point where an imaginary straight line drawn from the south-western corner of the field or enclosure numbered 1,512 upon the said Ordnance Survey map of the parish of Gelligaer, to the north-eastern corner of a field or enclosure numbered 1,515 upon the said Ordnance Survey map of that parish intersects the centre line of the said branch;
- (14) A railway (No. 13), commencing in the parish of Merthyr Tydfil by a junction with the intended Railway No. 3, at a point 109 yards or thereabouts, measured in an easterly direction along the Great Western Railway from the eastern face of the tunnel between the Quakers Yard and Mountain Ash Stations of that railway, and terminating in the same parish by a junction with the Great Western and Rhymney Joint Railway, at a point distant 450 yards or thereabouts, measured in a south-easterly direction from the centre of the bridge over the said railway at Buarth-glass;
- (15) A railway (No. 14), commencing in the parish of Merthyr Tydfil by a junction with the intended Railway No. 3, in a garden or enclosure numbered 1,778 upon the said Ordnance Survey map of that parish, at a point 9 yards or thereabouts, measured in a south-easterly direction from the south-east corner of the lock-keeper's house at Pont-y-Gwaith Lock, and terminating in the same parish by a junction with the sidings of the Mineral Railway belonging to Nixon's Navigation Company, Limited, at a point 268 yards or thereabouts, measured along that railway in a north-westerly direction from the northern end of the viaduct carrying the Merthyr Vale Colliery Branch of the Great Western and Rhymney Joint Railway over the River Taff;
- (16) A railway (No. 15), commencing in the parish of Merthyr Tydfil by a junction with the intended Railway No. 3, at a point in the bed of the Glamorganshire Canal, 73 yards or thereabouts, measured in a north-westerly direction from the centre of the bridge over the said canal at the south end of Glyn-dyrys Lock, and terminating in the same parish by a junction with the Merthyr Branch of the Brecon

and Merthyr and London and North Western Joint Railway, at a point 235 yards or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying that railway over the Glamorganshire Canal;

(17) A railway (No. 16), commencing in the parish of Llanwonno by a junction with the intended Railway No. 4, at a point 5 yards or thereabouts, measured in a north-westerly direction from a point in the centre of the public road which runs in a north-easterly direction from Pont-Cynon, which last-mentioned point is 151 yards or thereabouts, measured along the said public road in a north-easterly direction from the centre of the bridge called Pont-Cynon, and terminating in the same parish by a junction with the railway belonging to Nixon's Navigation Company, Limited, at a point 263 yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying the branch to Nixon's Navigation Colliery over the river Cynon;

(18) A railway (No. 17), commencing in the parish of Llanwonno by a junction with the intended Railway No. 4, at a point in a field or enclosure numbered 432 upon the said Ordnance Survey map of that parish, 123 yards or thereabouts, measured in a southerly direction from the north-east corner of the said field or enclosure, and 109 yards or thereabouts, measured in a south-easterly direction from the south-eastern corner of the main building of the Lletty-Turner Farmhouse, and terminating in the same parish by a junction with a siding at Penrhiw Ceiber Colliery, at a point 30 yards or thereabouts, measured in a south-easterly direction along the said siding from the centre of the wagon weigh-bridge at the said colliery.

(19) A railway (No. 18), commencing in the parish of Aberdare by a junction with the intended Railway No. 4, in the centre of the Aberdare Canal, at a point 39 yards or thereabouts, measured in a north-westerly direction from the centre of the bridge carrying the sidings of the Middle Duffryn Colliery over the said canal, and terminating in the same parish by a junction with the Aberaman Colliery Railway, at a point 22 yards or thereabouts, measured in an easterly direction from the centre of the bridge carrying the said railway over the Aberdare Branch of the Taff Vale Railway;

(20) A railway (No 19), commencing in the parish of Aberdare by a junction with the intended Railway No. 4, at a point 31 yards or thereabouts, measured in a north-westerly direction from the centre of the Aberdare Canal at its northern termination, and 33 yards or thereabouts, measured in a south-westerly direction from the south-western corner of the Canal Head House, and terminating in the same parish by a junction with the Great Western Railway, at a point 520 yards or thereabouts, measured in a south-easterly direction along that railway, from the centre of the bridge carrying that railway over the public road or street immediately to the south of the Aberdare Station of the Great Western Railway Company.

II.—Diversion of Feeder.

(21) A diversion of the Melingriffith Feeder,

wholly in the parish of Whitechurch and county of Glamorgan, commencing at a point on the northern side of the branch or lay-bye of the Glamorganshire Canal, within the Melingriffith Works 33 yards or thereabouts, measured in a north-westerly direction from the footbridge over the said branch or lay-bye, and terminating on the eastern bank of the Melingriffith Feeder at a point 15 yards or thereabouts, measured in a south-westerly direction from the centre of the eastern abutment of the bridge carrying the tramway belonging to the Melingriffith Company over the said feeder.

III.—Monmouthshire Lines.

(22) A railway (No. 20), commencing in the parish of Roath and borough of Cardiff at the point hereinbefore described as the commencement of Railway No. 1, and terminating in the parish of Bassaleg by a junction with the Western Valleys Branch of the Great Western Railway, at a point 150 yards or thereabouts, measured in an easterly direction along that railway from the eastern corner of the field numbered 640 on the said Ordnance Survey map of the parish of Bassaleg;

(23) A railway (No. 21), commencing in the parish of Roath and borough of Cardiff by a junction with the railway authorised by the Bute Docks Act, 1894, at a point 500 yards or thereabouts, measured in a southerly direction from the south-east corner of the Roath Dock, and 433 yards or thereabouts, measured in an easterly direction from the south-west corner of the said dock, and terminating in the parish of Roath and borough of Cardiff by a junction with Railway No. 20, hereinbefore described, at a point distant 333 yards or thereabouts, measured in an easterly direction from the easternmost of the said two boundary posts which indicate the point of junction between the Bute Docks Railway and the Roath Branch of the Taff Vale Railway, and 720 yards or thereabouts, measured in a northerly direction from the north-west corner of the outfall basin of the Cardiff main outfall sewer;

Which said intended railways will be made, or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, that is to say:—Roath, Llanishen, Llandaff, Whitechurch, Eglwysilan, Llantwit-Fardre, Llanwonno, Llanfabon, Merthyr Tydfil, Aberdare, and Gelligaer, all in the county of Glamorgan; and Rumney, St. Mellons, Peterstone, Marshfield, Coedcernew, Rogerstone, Duffryn, Graig, and Bassaleg, all in the county of Monmouth.

13. To enable the Company to purchase by compulsion or by agreement, for the purposes of the intended works, and other the purposes of the Bill, lands, buildings, and hereditaments and easements in, under, or over any lands, houses, and hereditaments, and, if they shall so think fit, to acquire by compulsion easements only in, under, through, or over any lands, buildings, and hereditaments, without being required to purchase such lands, buildings, or hereditaments, and the Bill will vary or extinguish any rights or privileges connected with such lands, buildings, and hereditaments, or in, under, or over the same, or other public or private rights which it may be necessary or expedient, for the purposes of the Bill, to vary or extinguish, and will confer, vary, or extinguish other rights and privileges.

14. To authorise the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, for the purposes of their undertaking, the lands following, viz. :—

Certain lands in the parishes of Whitchurch and Radyr, and county of Glamorgan, adjoining and on the west side of the existing Glamorganshire Canal, and extending from a point in the parish of Whitchurch, where the Melingriffith Feeder passes under the overflow channel from the Glamorganshire Canal to and including the western extremity of the existing weir or dam known as Melingriffith Weir, together with the said feeder and works connected therewith.

15. To authorise the Company to acquire the

said weir or dam and the site thereof, and to maintain the same, for the purpose of diverting the waters of the river Taff into the said Melingriffith Feeder, and thereby into and through the cut or channel, to be authorised by the Bill, into the Glamorganshire Canal, for the purpose of supplying such portion of that canal as may not be abandoned, or for other the purposes of the Company's undertaking or of the Bill, which waters now flow into and along the river Taff, thence into the Bristol Channel and the sea.

16. To authorise the purchase and taking of the following (amongst other) 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. :—

Railways and works for which the lands will be taken.	Name by which lands are known.	Parish or place in which lands are situate.	Quantities included within limits of deviation.	Estimated quantities to be taken.
Railway No. 12.	Gelligaer Common.	Gelligaer.	9½ acres.	2 acres.
Railways Nos. 3, 4, 11, and 11A.	Craigevanleyshon Common.	Llanfabon.	37 acres.	1 acre.

17. To authorise the Company, for the purposes of the construction of the proposed railways, to alter, vary, connect, or reconstruct all or any of the bridges, roads, water pipes, watercourses, sewers, or drains, telegraphic, telephonic, and other electric mains, pipes, and apparatus, or other works of a like nature, over, in, or under the Glamorganshire or Aberdare Canals; or, if thought expedient, to remove the same, or to construct new bridges, roads, water pipes, watercourses, sewers, or drains, telegraphic, telephonic, and other electric mains, pipes, and apparatus, or other works of a like nature; and to empower the Company, or the authority in whom any of such works is vested, or who is liable for the repair thereof, to enter into and fulfil contracts or agreements with relation to any of the matters aforesaid.

18. To purchase and take the whole or part only (as the Company may think fit) of any house, manufactory, warehouse, cellar, building, wharf, or other property, any part of which may be required for the purposes of the Bill, notwithstanding the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845.

19. To authorise the Company to deviate from the lines laid down upon the plans and also from the levels delineated on the sections respectively to be deposited as hereinafter mentioned, to such an extent as may be shown on the said plans and provided by the Bill, and to stop up, divert, or alter, temporarily or permanently, such public or other roads, footpaths, towing paths, bridges, railways, tramways, streets, canals, passages, rivers, streams, embankments, drains, sewers, gas and water pipes, and telegraphic and electric apparatus in the parishes and places aforesaid, as it may be necessary or expedient to stop up, divert, or alter in carrying out the objects of the Bill; to underpin, secure, and strengthen any houses or buildings which may be rendered insecure or defective by any of the intended works, and which houses or

buildings may be acquired for the purposes thereof.

20. To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of, or to hold in their own possession, lands, tenements, and houses purchased or acquired under the powers of the Bill, including such portions of the Glamorganshire and Aberdare Canals as may be abandoned in consequence of the construction of the said railways or otherwise, 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.

21. To constitute or to provide for constituting the intended railways, or any of them, and works connected therewith, and any lands, works, and property acquired therefor under the powers of the Bill, either wholly or partially, a separate undertaking distinct from the other undertakings of the Company, with a separate share and loan capital charged exclusively or primarily on the said separate undertaking, and to define and regulate the rights and powers of shareholders, debenture stockholders, and mortgagees, and others, in or with reference to such separate undertaking.

22. To authorise the Company, for all or any of the purposes of the Bill, to apply their funds and revenues, and for such purpose, 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 either wholly or partially as part of their general share and loan capital, or as a separate share and loan capital charged primarily or exclusively on the intended railways and works, or any or either of them, and the tolls, rates, and duties received upon or in respect thereof.

23. To enable the Company, out of the moneys to be raised by them under the powers of the Bute Docks Act, 1894, and the Bute Docks Act, 1895, and of the Bill, to pay interest to the shareholders of the Company during the construction of the works authorised by those Acts, and proposed to be authorised by the Bill, on the sums which may be from time to time paid on the shares allotted to them in the capital raised under the powers of those Acts or the Bill, anything in the Companies' Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

24. To enable and authorise any trustees, Corporation, tenant for life of, or other person having a limited, partial, or qualified estate or interest in any lands, houses, or other property which might be benefited or improved in value by, or deriving facilities or accommodation from the construction or working of the intended railways and works, or any of them, or any station, siding, road, approach, 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, and to charge the same upon such lands, houses, or other property, and the feesimple and inheritance thereof; and to grant and convey lands to the Company for the intended railways and works, or any of them, either without payment or other consideration, or in consideration of shares or stock in the capital of the Company or for such other consideration and upon such terms as may be agreed upon between any such person and the Company, or be prescribed in the Bill, and to sanction and confirm any agreements which may have been or may be made between such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

25. To enable the Company to demand, take, and recover tolls, rates, duties, and charges upon or in respect of the intended railways and works or any of them, and of the existing Glamorganshire Canal, so far as it shall remain a canal under the powers of the Bill, and works and conveniences connected therewith, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned; and, if they think fit, to vary or increase the tolls, rates, duties, and charges at present leviable and chargeable in respect of the said portions of canal and works connected therewith. To alter, increase, or diminish the existing tolls, rates, duties, and charges or other payments authorised to be taken by or under the Bute Docks Acts, and to enable the Company to levy the same, or to levy new or additional tolls, rates, duties, and charges or other payments in respect of the use of their docks, railways, works, and conveniences, or for services or accommodation or for passengers embarking or disembarking; and to confer, vary, or extinguish exemptions from, and from time to time to compound for, the payment of tolls, rates, duties, and charges respectively.

26. To make applicable to the Company and their undertaking the provisions of the several Public Acts of Parliament relating to the management of railways or canal companies, or otherwise to provide in the Bill that the provisions of the said Acts or any of them shall not be applicable to the Company or the Bute Docks undertaking as at present existing, or otherwise as the Bill may prescribe.

27. To empower the Company, or any com-

pany or persons for the time being lawfully working or using the railways of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use, with their engines, carriages, and wagons, and officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways following, that is to say:—

The railways or portions of railway belonging to, leased, or worked by the Taff Vale Railway Company;

The railways or portions of railway belonging to, leased, or worked by the Rhymney Railway Company;

The railways in the county of Glamorgan belonging to the Great Western and Rhymney Railway Companies jointly;

The railways in the county of Glamorgan of the Pontypridd, Caerphilly, and Newport Railway Company;

The railways in the counties of Glamorgan and Monmouth of the Great Western Railway Company;

The Sirhowy Railway of the London and North Western Railway Company;

The railway from Rhymney to Nantybwech belonging to the London and North Western and Rhymney Railway Companies jointly;

The railways of the Brecon and Merthyr Tydfil Junction Railway Company;

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

28. To empower the Company on the one hand, and the Taff Vale Railway, the Rhymney Railway, the Great Western Railway, the London and North Western Railway, the Pontypridd, Caerphilly, and Newport Railway, the Midland Railway, the Brecon and Merthyr Tydfil Junction Railway, and the Rhondda and Swansea Bay Railway Companies (hereinafter called "the other Companies"), or any one or more of those Companies respectively, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance of their respective undertakings (including so much of the Glamorganshire Canal as shall not be abandoned), and works or any part or parts thereof, or for running powers over the same or over any part thereof, or any railways, sidings, or other works leased to or worked by them or any of them, the construction, maintenance, and user of sidings, junctions, and communications between their respective works; the management, regulation, interchange, collection, transmission, and delivery of traffic; the supply and maintenance of engines, stock, and plant; the erection of wharves, piers, landing places, stairs, tramways, sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings and works of

the contracting Companies; the payments, allowances, drawbacks, or rebates to be made by either of the contracting Companies to the other of them; the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to any of the purposes aforesaid, and to confirm and sanction every such contract, agreement, or arrangement which may have been or may be made prior to the passing of the Bill; and the Bill may empower all or any of the other Companies to run over and use the said intended railways or some of them or some parts thereof, and the stations, works, and conveniences connected therewith respectively, on such terms as may be agreed on or be prescribed in the Bill.

29. To require and compel the other Companies and each of them, upon such terms and conditions as shall be agreed upon or as shall be provided by the Bill, to receive, book through, and forward all passengers, goods, animals, minerals, carriages, and traffic of whatever description, to or from or over the whole or any part of the railways belonging to them respectively, or under their respective management or control, to and from the railways and canal of the Company, or any of them, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the Bill may define, and (if need be) to alter and vary the tolls which the other Companies, or any of them, are now respectively authorised to receive and take upon their respective railways, or the railways under their management or control, and to confer, vary, or extinguish exemptions therefrom. To provide that the Company shall, in all respects, be placed on at least as favourable a footing as any other Company with regard to traffic exchanged with the other Companies respectively.

30. To provide for, or to empower the Company to provide for, the better working and regulation of the coal, coke, and culm traffic brought by the Taff Vale Railway Company, the Rhymney Railway Company, and the Great Western Railway Company to the Bute Docks, and to authorise and require those Companies respectively to hand over such traffic to the Company, or to receive the same from the Company, at such points and places, and at such times and in such manner as the Company may require or as may be provided by the Bill, and to make new provisions with reference to the working of such traffic (including all marshalling, sorting, and arrangements necessary for mixing different kinds of coal, and the dealing with empty or loaded wagons) by the said Companies respectively.

31. To authorise the Company to enter into and carry into effect agreements with any owner or lessee of land or colliery or other works adjoining or near to the intended railways and works, as to the construction, management, maintenance, working, and use of branch railways or sidings to be connected with their railways or works, and the provision of funds for that purpose.

32. To empower the Company to continue any bye-laws, rules, and regulations at present in force relating to the undertakings of the two Canal Companies, and from time to time to make, alter, and enforce new or additional bye-laws, rules, and regulations for all or any of the purposes of the Bill, or incident or germane

thereto, or for any of the purposes of the Company's undertaking.

33. To change the name of the Company.

34. To extend the provisions of Section 50 of the Bute Docks (Transfer) Act, 1886, so as to enable the Company to acquire, either in perpetuity or for any term or terms of years, any easements over lands forming part of the estate, subject to the uses of the will of the late Marquess of Bute, including the right to use any railways or works thereon, and to enable the Company to demand, take, and recover tolls, rates, duties, and charges upon or in respect of such railways, and to confirm any agreements already entered into, or which may be entered into, between or on behalf of the Company on the one hand, and the Marquess of Bute and the trustees of the late Marquess of Bute, or either of those parties, on the other hand, with respect to the sale and purchase, lease, or exchange of lands or easements, including as aforesaid, and the settlement of accounts, and to cancel or modify any sale, purchase, or exchange of lands made or to be made by virtue or in pursuance of the provisions of the Bute Docks Act, 1895, and any shares or stock of the Company created, or to be created and issued to the Marquess of Bute, or to the said trustees, as the consideration for any such sale, purchase, or transfer.

35. To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Waterworks Clauses Acts, 1847 and 1863, or any Act amending any such Acts, with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be contained in the Bill.

36. To alter, amend, extend, and enlarge, and if need be to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the several Acts of Parliament before-mentioned relating to the Glamorganshire and Aberdare Canals, and all or some of the provisions of the several Acts following, that is to say:—The Bute Docks Acts, 1865 to 1895, and all other Acts relating to the Company or their undertaking, or to the estates and trusts of the will of the late Marquess of Bute; the Act 20 and 21 Vict., cap. 140, and all other Acts relating to the Rhymney Railway Company; 6 Will. IV., cap. 82, and all other Acts relating to the Taff Vale Railway Company; 41 and 42 Vict., cap. 215, and all other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company; 22 and 23 Vict., cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 19 and 20 Vict., cap. 122, and all other Acts relating to the Penarth Harbour Dock and Railway Company; 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; the Rhondda and Swansea Bay Railway Act, 1882, and all other Acts relating to the Rhondda and Swansea Bay Railway Company, and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or affecting

the above Companies, or any person who or whose property may be affected by any of the powers or provisions of the Bill; and all other Acts, charters, and instruments which may in any way interfere with the carrying into complete effect the objects and purposes of the Bill.

37. The Bill will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects; will confer other exemptions, rights, and privileges, and will continue all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and of the lands, houses, and other property in or through which the same will be made, and of the other lands, houses, and property which may be 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 the occupiers of such lands, houses, and other property, together with an Ordnance map with the lines of the intended railways delineated thereon, 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 with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff, in that county; and with the Clerk of the Peace for the county of Monmouth at his office at Newport, 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 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, as published in the London Gazette, will be deposited, in the case of each such parish, with the clerk to the Parish Council and with the parish clerk at their respective residences, and, in the case of any extra-parochial place, with the clerk to the Parish Council and with the parish clerk of some parish immediately adjoining such extra-parochial place at their respective residences.

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

Dated the 18th day of November, 1895.

FARRER and Co., 66, Lincoln's-inn-fields, W.C.;

JOHN STUART CORBETT, Cardiff,
Solicitors for the Bill.

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

In Parliament.—Session 1896.

The Shipping Federation, Limited.

(Establishment and Regulation of benevolent and other Funds, Provisions as to Subscriptions thereto, and Guarantee thereof; Application of Moneys; Consolidation of existing Funds; Powers as to supply of Seamen, &c.; Dissolution and Re-incorporation of Federation; Alteration of Memorandum of Association; 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 Shipping Federation, Limited (hereinafter called "the

Federation"), for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To authorise and provide for the establishment of benevolent accident insurance or other funds for the benefit of seamen and other persons employed by shipowners or members of the Federation in the shipping trade, and to make provision for the management, regulation, control, and investment of such funds by the Federation, or by such other means and in such manner as the Bill may prescribe.

To prescribe the amount and provide for the payment and recovery of subscriptions by the Federation or members of the Federation, and others, to such funds and the rights of such subscribers and of the seamen and other persons for whose benefit the same are established, and if thought fit to provide for the subscription to such funds by such seamen and other persons as aforesaid, and to enable the Federation to apply any moneys under their control to the purposes of any such funds or to undertake any liability or responsibility in connection therewith.

To consolidate with any funds which may be so established any existing funds of the Federation or otherwise to deal with such existing funds.

To make provision for ensuring the payment out of any funds so established of sums due to seamen and persons for whose benefit the same are established, by means of guarantees from members of the Federation or otherwise, and if thought fit, to extend to such payments any provisions of the Memorandum of Association of the Federation relating to contributions by such members for payment of debts and liabilities of the Federation or other similar provisions.

To confer upon the Federation powers with respect to the supply of seamen or apprentices for merchant ships in the United Kingdom and elsewhere, and if and so far as may be necessary in that behalf, to alter and amend or exempt the Federation from all or any of the provisions of the Merchant Shipping Act, 1894.

If thought fit to dissolve and re-incorporate the Federation by the Bill with all or any of the powers, rights, and privileges contained in the Memorandum and Articles of Association of the Federation or such other powers with respect to the federation of shipowners and the protection of shipping and companies, bodies and persons interested in shipping or in the shipping trades (including all or any of the powers hereinbefore proposed to be conferred upon the Federation), or to extend the provisions of the Memorandum of Association of the Federation so as to include any of such powers and generally to confer upon the Federation all such powers, rights, and privileges as may be deemed expedient for enabling them effectively to carry out the objects of the Bill or of their incorporation.

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, and to alter and amend, and if need be cancel and annul the Memorandum of Association and Articles of Association of the Federation.

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 25th day of November, 1895.

BOTTERELL and ROCHB, 101, Leadenhall-street, E.C., Solicitors for the Bill,

REES and FREER, 5, Victoria-street, Westminster, Parliamentary Agents,

In Parliament.—Session 1896.

Darlington Extension and Improvement.

(Extension of Boundaries of Borough of Darlington; Increase in Number and Alteration of Wards; Increase of Aldermen and Councillors; Extension of Jurisdiction of Burial Board and School Board; Added Area detached from Jurisdiction of Darlington Rural District Council and Highway Board, and Transfer of their Property therein to Corporation; Transfer of County and other Bridges to Corporation; Street Improvement Works; Compulsory Purchase of Lands for same and for Gasworks Extensions, and Electric Lighting Works; Removal of Projecting Wall in Borough Road; Improvement of Hope Town Subway; Extension of Gasworks and Works for Manufacture and Conversion of Residual Products; Differential Charges for Gas; Provision with respect to Supply of Water, Meters, and Fittings, and for Prevention of Waste, Fouling, and Abstraction of Water; Extension of Area of Supply of Electricity; Enlargement and Improvement of Market House and Market; Police and Street Traffic Provisions; Street Building and Sanitary Regulations; Removal of Dangerous Structures and Projections in Streets; Provisions for Preventing Fires and Spread of Infectious Diseases, and Sale of Unsound Food; for Improving and Regulating User of Public Parks and Recreation Grounds; Chairs and Seats for Public Use; Public Bands of Music; Prohibition of Overhead Wires; Regulation of Sky-signs, Advertisement Hoardings, and Street Advertisements, Common Lodging Houses, Hawkers and Pedlars, and Bicycles; Powers to Purchase Work and Lease Tramways; Prevention of Floods; Mortuaries; Further Borrowing Powers; Loans to School Board; Consolidated Stock; Powers to Corporation to Levy, Collect, and Recover Municipal Rates, to Levy Rates by Instalments, and to Remit Rates; Transfer of Powers and Duties of Overseers as to Assessment, Making, Collecting, and Recovery of Rates, and Valuation Lists, to Corporation; Exemptions from Rates; Prosecution of Offences; Recovery and Application of Penalties, Authentication and Service of Notices, &c.; Bye-Laws; Execution of Works; Agreements; Amendment, Repeal, and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament next session by the mayor, aldermen, and burgesses of the borough of Darlington, in the county of Durham (hereinafter called "the Corporation") being the municipal and sanitary authority for the said borough, for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

1. To alter and extend for all municipal, sanitary, local government, educational, and other purposes, the boundary of the municipal borough of Darlington (hereinafter called "the existing borough"), and to include within the boundary of the borough, as extended, in addition to the existing borough, the whole or some part or parts of the areas hereinafter described and referred to as "the added area" all in the county of Durham (that is to say):—

The whole of the township of Blackwell in the parish of Darlington.

So much of the township of Cockerton, in the parish of Darlington, as is comprised within a line commencing at the point where the boundary lines of the townships of Darlington, Cockerton, and Low Coniscliffe meet, near

Mowden Bridge, which carries the Darlington and Staindrop High-road over Baydale beck, and proceeding thence in a westerly direction along the boundary line between the townships of Cockerton and Low Coniscliffe, thence in a northerly direction along the boundary line between the townships of Cockerton and Archdeacon-Newton to the Darlington and Barnard Castle Railway, thence eastward along the south boundary fence of such railway to the boundary line of the existing borough at Honey-pot-lane, thence in a south-westerly direction along that boundary line to the point of commencement.

So much of the township of Haughton-le-Skerne, in the parish of Haughton-le-Skerne as is comprised within a line commencing at the existing borough boundary at the junction of Salters-lane with Haughton Back-lane, and proceeding thence along the northern side of Salter's-lane to the boundary line dividing the townships of Haughton-le-Skerne and Great Burdon at or near Great Burdon Bridge, thence along such boundary line in a southerly and south-easterly direction to the Stockton and Darlington Railway, thence in a westerly direction along the northern boundary fence of such railway to the boundary line of the existing borough, and thence following the said boundary line in a northerly direction to the point of commencement.

Note.—The existing borough, with the added area, is hereinafter referred to as "the extended borough."

2. To increase the number of wards, to alter the boundaries of the existing wards, and to form the added area, or part or parts thereof, into new wards, or to appropriate and apportion the added area, or some portions thereof, to the wards of the existing borough, or to the altered wards, or otherwise to divide the extended borough into new wards, with or without increasing the number of the wards; to define the boundaries of the wards into which the extended borough will be divided; or to make provision in the Bill for determining the boundaries of the wards of the extended borough.

3. To increase the number of aldermen and councillors of the borough, and to apportion the additional councillors to the new wards, or to apportion the existing and added councillors among the altered wards, or among the wards into which the borough or the extended borough is divided; and to make provision for the election, retirement, and rotation of the added aldermen and councillors, or of the aldermen and councillors of the extended borough, and to make all such further or other provisions with reference to the foregoing matters as may be necessary or expedient.

4. To vest in the Corporation for the benefit of the extended borough all estates, property, funds, revenues, rights, and privileges vested in or held by the Corporation for the benefit of the existing borough.

5. To extend and apply to and throughout the extended borough, with or without alteration, all or some of the powers, rights, privileges, jurisdiction, authorities, and duties of or vested in the Corporation acting as a municipal authority, sanitary authority, burial board, or in any other capacity by or under charter, custom, or prescription, or in execution of any public or local Acts of Parliament, or Provisional Orders confirmed by Parliament, and of the intended Bill, or otherwise, and of their officers and servants, and of the justices of the peace appointed for the

existing borough, and of the clerk to such justices, and of all constables and other peace officers of the existing borough, and to make applicable to the extended borough all charters, grants, deeds, instruments, bye-laws, regulations, and orders in force within or applicable to the existing borough; and, if thought fit, to confer upon the owners of property and inhabitants of the existing borough all such rights of voting and other franchises, rights, privileges, immunities, and exemptions as now belong to or are enjoyed by the burgesses, owners or occupiers of property, and inhabitants of the existing borough; and if and so far as may be deemed expedient, by reason of the extension of the borough, to alter or provide for the alteration of the boundaries of the electoral districts of the county of Durham.

6. To extend the jurisdiction of the School Board of the existing borough throughout the extended borough, and to abolish the jurisdiction of the School Attendance Committee of the Guardians of the Poor of the Darlington Union, and of any other school authority within the added area, and to provide that all bye-laws and regulations made by the School Board of the existing borough shall be in force within the added area to the exclusion of all bye-laws and regulations made by any other school authority.

7. To detach all townships, or parts of townships and parishes within the added area from the jurisdiction of the Darlington Rural District Council, the Darlington Highway Board, and of all other sanitary and highway authorities, district and parish councils, school boards, school attendance committees, and other local authorities, and of their officers having jurisdiction therein, or in any part thereof, and to transfer to or vest in the Corporation all or some of the lands, buildings, sewers, drains, pipes, lamps, and property, and of the rights, powers, duties, privileges and obligations vested in, held or exercised by or attached to such urban and rural district councils, highway boards, sanitary or local authorities, district and parish councils, school boards and committees within the added area as may be thought fit, and to provide so far as may be necessary for the adjustment, discharge, or apportionment of their respective debts, liabilities, and obligations, and the apportionment of current rates, and for making compensation to any officer wholly or partly displaced by reason of any of the provisions of the Bill, and to exempt the added area from the payment of all highway, school board, sanitary, district and other local rates which are now levied or leviable within such area, and to make provision for the recovery, apportionment, and application of any such rates made before the passing or commencement of the intended Act, and of any arrears of such rates.

8. To provide for the transfer to the Corporation of the county bridges known as Northgate, Cockerton, Mowden, Haughton-le-Skerne, and Darlington Church-end bridges, or some of them, and of any other county, public or other, bridge or bridges, within, or partly within and partly without the extended borough, for such consideration, to be paid by the County Council of Durham or to or by other the owners thereof respectively, and on such terms and conditions as may be agreed on, or the Bill may prescribe, and to provide for the maintenance of such bridges after transfer thereof as borough bridges.

9. To empower the Corporation to make and maintain the following street improvements in the existing borough, together with all convenient channels, drains, footpaths, footways,

steps, inclined ways, slopes, walls, rails, posts and other works and conveniences connected therewith, that is to say:—

High-row Improvement.

An alteration and improvement of the public highway known as High-row, commencing at Blackwell-gate and terminating at Bond-gate by forming a high-level road in lieu of the present slope on the west side of the roadway of High-row.

Tubwell-row Improvement.

An alteration and improvement of the roadway and slope, and widening of the footpaths on the north and south sides of Tubwell-row, commencing at Prebend-row and terminating at Crown-street.

The whole of the said street improvements will be situate in the township of Darlington in the parish of Darlington in the county of Durham.

10. To authorise the Corporation in making the said street improvements and works to deviate laterally from the lines thereof, as laid down upon the plans to be deposited as hereinafter mentioned, and to deviate vertically from the levels thereof, as shown upon the sections thereof to be deposited as hereinafter mentioned, to such extent as may be sanctioned or prescribed.

11. To empower the Corporation to purchase and take by compulsion or agreement and to hold for the purposes of the said intended street improvements, lands and rights and easements in or over lands, and also to alter, divert, stop up, raise, lower, and interfere with, and to appropriate the sites of, existing streets, roads, footpaths, slopes, crossings, passages, and highways, and to alter or extinguish all public and other rights of way in or over the same, and to alter, remove, or interfere with gas and water pipes, sewers, drains, and other works in or under the same, so far as may be necessary for executing the said intended street improvements.

12. To authorise the Corporation to take down and remove the wall projecting into the street or road in the borough called Borough-road, from the premises known as No. 2 in the said road, and to lay to the street or road the land upon which the said wall is erected, making compensation therefor to the owner thereof, and to prescribe the mode of determining the amount of such compensation.

13. To empower the Corporation to pay or contribute toward the cost of improving the subway beneath the North Eastern Railway, known as the Hope Town Subway, and to enter into and carry into effect any agreement with the North Eastern Railway Company in that behalf.

14. To empower the Corporation to purchase by agreement for the purposes of their gas undertaking, and to hold the lands next hereinafter described and referred to as "New Gas Lands," and upon and within the limits of the said lands or any part thereof from time to time to erect, lay down, provide, maintain, alter, improve, enlarge, extend, and renew, or discontinue works for the manufacture and storage of gas, and for the conversion or manufacture of residual products arising in or resulting from the manufacture of gas, and to manufacture and store gas, and to convert, manufacture, and store, such residual products upon the same lands or any part thereof accordingly.

New Gas Lands.

A piece of land, with the cottages erected thereon, situate within the borough, and bounded on the north in part by Albert-road, in part by the back street at the rear of the houses numbered 18, 20, 22, 24, 26, and 28,

in Cleveland-street, and in the remaining part by Cleveland-street aforesaid, on the east and south-east by the North Eastern Railway Company's railway sidings into the Darlington Forge Company's Works, on the south by the North Eastern Railway (Darlington section), and on the west by the River Skerne, and containing by admeasurement 3 a. 3 r. 29 p., or thereabouts.

15. To capitalise all or some part of the expenditure made by the Corporation in purchasing gas-cooking ovens, stoves, burners, and other fittings and apparatus for use in the supply or consumption of gas for cooking, lighting, and heating purposes, and to provide for the repayment of the whole or some part of such expenditure to the accounts or funds out of which the same was made out of moneys to be borrowed under the powers of the Bill, or out of any other funds in the hands of the Corporation which may be available for the purpose.

16. To authorise the Corporation to make differential charges for gas supplied by them, and to make a higher charge for gas supplied outside the existing borough, or the extended borough, than for gas supplied within the existing or the extended borough.

17. To make further provision with regard to the supply by the Corporation of water to houses used partly for trade, and to parts of dwelling houses, or to premises occupied with dwelling houses, and to groups of dwelling houses, and for requiring houses and premises to be supplied by separate communication pipes; and to make better provision for the repair of the pipes, fittings, and meters of consumers, and for regulating the connecting and disconnecting of meters, and for determining the quantity of water supplied through defective meters; and for preventing the fraudulent use and abstraction of the water of the Corporation, and the fraudulent or negligent injury of and interference with pipes, meters, and fittings; and to make better provision for cutting off and removal of pipes, meters, and fittings belonging to the Corporation in unoccupied premises, or where the water supply is discontinued, and to authorise the Corporation to charge for and to regulate the fixing and use of fire-plugs, hydrants, and other like apparatus erected or placed in or upon private lands and premises, whether before or after the passing of the intended Act, and to require the removal of such fire-plugs, hydrants, and apparatus.

18. To amend, extend, enlarge, and make applicable to the whole of the borough, or extended borough, the powers and provisions of the Darlington Electric Lighting Order, 1890, and to define the area of supply within the meaning, and for the purposes of that Order to be the whole of the extended borough.

19. To authorise the Corporation to appropriate and use any part of the lands hereinbefore described as "New Gas Lands," for the purpose of erecting a station for generating electricity or electrical power, or for any other purposes of the Darlington Electric Lighting Order, 1890, as extended by the intended Act.

20. To make further provision for the improvement of the borough, and to confer further powers upon the Corporation and their officers in that behalf, and in particular with respect to the following matters and things, that is to say:—The laying out of streets and buildings, the deposit of plans and drawings of new streets and buildings with the Corporation for approval, and the duration of the approval of such plans and drawings; the defining of the future lines of streets, and of the building lines to be observed

in streets and the points at which streets shall be taken as beginning and ending and for varying the position and direction of new streets; to declare or define what shall be deemed to be buildings, new buildings, buildings abutting on streets, and new streets for the purposes of the Public Health Act, 1875, and of the Bill; for requiring back streets to be laid out and access to be provided to privies and ashpits; for preventing the building over and closing of entrances to courts and common yards, and the rebuilding of courts and common yards; for regulating the construction and repair of coal-shoots, areas, vaults and cellars under roads and footpaths; for making good damage done to streets and roads by excavations; for regulating the construction of crossings over footways for horses and vehicles; for regulating the construction of cellars and underground rooms in places liable to be flooded, and for relieving the Corporation from liability for damage done to underground cellars and rooms by the overflow of storm or flood waters from sewers and drains; for requiring the fencing in of vacant land and unoccupied buildings and property; for the removal of dangerous and ruinous structures and projections in or over streets; and to extend the provisions of Sections 69 and 70 of the Towns Improvement Clauses Act, 1847, to cranes and other apparatus for hoisting or lowering goods; for regulating the construction of ovens and furnaces; for regulating the size and ensuring the ventilation of habitable rooms, and the building of houses on newly-made ground, and for the prevention of damp in the foundations of new houses; to prescribe and regulate the materials to be used in the construction of buildings; to amend Section 150 of the Public Health Act, 1875, and to make further provision in regard to the construction and completion of new streets; to authorise the Corporation to provide or erect lavatories and public drinking fountains and troughs for the watering of horses, cattle, and dogs; and for prohibiting the fouling and wrongful abstraction of water therein and therefrom.

21. To make further provision for preventing the spread of infectious diseases, and for improving the sanitary condition of the borough; and more particularly in regard to the following matters:—For requiring bedding and clothing which has been exposed to infection to be disinfected before the same is taken or sent to the wash; for prohibiting persons suffering from infectious diseases and infected persons entering or being placed or conveyed in public vehicles; and to prohibit the carriage of bodies of persons who have died from infectious diseases in mourning coaches; and for requiring notice to be given to the medical officer of health by the owners or drivers of public vehicles in such cases; to require dairymen and others to furnish a list of their customers and sources of their milk supply, and to notify cases of infectious disease among their servants and cattle; to prevent business being carried on in infected premises; to extend Section 124 of the Public Health Act, 1875; to require the principals or persons in charge of schools to notify cases of infectious disease among the pupils; to prevent the spread of infectious disease from the use of books in public libraries; to prohibit the blowing and inflation and the stuffing of carcasses of slaughtered animals exposed or deposited for sale within the borough; to prevent the forwarding or deposit for sale of diseased meat or articles unfit for food; to amend and extend the provisions of the Public Health Act, 1875, relating to unsound meat and articles unfit for food, and to impose penalties on the original vendors of unsound

food; to require owners and occupiers to permit the application of the smoke test to drains; to require all drains, whether new or old, to be laid open for inspection before the same are connected with public sewers, and to make further provisions as to the reconstruction of drains; to require cesspools and other receptacles for sewage to be filled up and disused; for the approval of the situation, dimensions, materials, and construction of water-closets, privies, ash-pits, and ash-pit-privies by the Corporation; and for requiring inns and other places to be provided with urinals.

22. To extend the powers of the Corporation in regard to public parks and recreation grounds and places of public resort (all of which are intended to be included in the expression "public park" where used in this Notice), and to empower the Corporation to pay or contribute towards the payment of a band or bands of music, and to make provision with regard to the playing of the band, and the admission to inclosures set apart for that purpose in the public parks, and for payment for admission thereto, and for securing good and orderly conduct during the playing of the band; to empower the Corporation to enclose or set apart all or any part of any lake or piece of water in any public park for skating, and to charge for admission thereto, and to set apart portions of any public park for games, and to regulate the use of and to preserve order in the portions so set apart, and also during skating or the sailing of model yachts upon any such lake or piece of water, and to provide swings, gymnasiums, and apparatus for games and recreation for the use of the public using such public parks, and to charge for the use thereof, and to erect and maintain and to let boathouses for boats used upon any lake or piece of water in any such public park, to provide and charge for the use of seats or chairs in streets and public parks; and to erect and maintain, furnish, and equip refreshment rooms, pavilions, lavatories, and other buildings and conveniences in any public park, and to charge for admission thereto; and to let any such refreshment rooms, pavilions, and other buildings; and to appoint officers and constables for securing the maintenance of order and decorum in any such public parks and buildings.

23. To make further provision with respect to common lodging houses and their keepers, and the registration thereof respectively, and for the providing of proper and sufficient sanitary conveniences in or for common lodging houses; and to empower the Corporation to erect or purchase and maintain, alter, or adapt dwellings or buildings to be used as common lodging houses; and to let any such houses for buildings to be used as common lodging houses, and appropriate any lands belonging to the Corporation, or to purchase land for the purposes of erecting common lodging houses.

24. To regulate and prevent the erection, or placing and maintaining, or retention of overhead telegraph and telephone wires, posts and apparatus within the borough.

25. To enlarge and improve the existing covered market of the Corporation, and for that purpose to appropriate and use the site of such parts of the public footpaths and roadway as are comprised within the outer lines of the columns supporting the verandah on the north, south, and east sides of the said covered market, and to extinguish all public rights of way over the same; to restrict the area within which hawkers and pedlars may sell and expose for sale articles or wares within the borough on market days and at other times. To empower the Corporation

from time to time to sell and dispose of lands and buildings which are not or are no longer required for the purposes of their markets.

26. To declare that the admission of a dead body into a mortuary of the Corporation shall not impose on the Corporation any obligation to provide for the burial of the same nor relieve any authority or person who previous to such admission was responsible for such burial from the obligation to bury such body.

27. To make provision for regulating the erection, maintenance, and repair of sky-signs, and for preventing the erection or maintenance of sky-signs without the license of the Corporation, and for the removal of sky-signs erected or retained contrary to the provisions of the Bill; and to define the meaning of "sky-sign" for the purposes of the Bill; to regulate or prohibit the use of vehicles for advertising purposes in the public streets; and to regulate the erection, position, and use, the maintenance and repair, and the removal of hoardings used for the display of advertisements; to regulate the mode of exhibiting advertisements thereon, and to require the removal of the advertisements displayed thereon where the same have become torn, worn, or delapidated; and to prohibit advertisements being placed or exhibited on public lamp-posts and on the surface of pavements and footways.

28. To make further provision for maintaining order and preventing offences, nuisances, and indecencies in the streets and other public places; for the regulation and prohibition of street processions, and the sounding or playing of musical instruments, and of singing in the public streets; for the prevention of street cries, and for requiring street musicians to depart from the neighbourhood of any house when required to do so; to prohibit the assembling of persons in streets for the purposes of betting and gambling, and of annoying or obstructing the foot-passengers; to prohibit the exhibition of indecent shows or exhibitions; for regulating the hours during which shows and exhibitions may be open, and for preventing shows and exhibitions being open on Sundays; and to declare any unfenced ground adjoining a public street to be a public place for the purposes of the Vagrancy Acts; and to make further provision with respect to stray dogs and lost property; and for regulating the driving of cattle through the public streets, and for regulating the speed at which bicycles and other similar machines may be ridden or propelled within the borough, and to impose a penalty for injuring or defacing notice boards.

29. To make better provision for the control of operations at fires, and for the prevention and extinction of fires, and for the protection of life and property from fire.

30. To empower the Corporation to purchase by agreement the tramways, property, powers, rights, privileges, and undertaking of the Stockton and Darlington Steam Tramways Company, Limited, or any part thereof, within the borough and any extension of the said tramways, and to empower the Corporation after they have purchased such tramways or any part of them to work the same and to levy and take tolls thereon, and to exercise the other powers of the Company in relation thereto.

31. To make provision for improving the flow and securing the free passage of the waters of the River Skerne, and for the prevention of floods within the borough or the extended borough, and to authorise the Corporation by agreement with the owners of, and other persons interested in the lands through which the River Skerne passes or

adjacent thereto, to straighten, widen, deepen, alter, and improve the bed and channel of the River Skerne, and the tributaries thereof and the watercourses, streams, and drains, connected therewith, and to execute all necessary and incidental works for that purpose; and to make provision for enforcing the cleansing of and the removal of obstructions in the said river, tributaries, streams, watercourses, and drains, and for entry upon such lands for that purpose, and for prohibiting under penalty the casting of rubbish refuse and solid matter therein.

32. To make further and other provision with respect to the making, levying, collecting, and recovering of tolls, rates, rents, and charges by the Corporation, and with respect to the valuation and assessment of buildings and erections, and to empower the Corporation to make an independent valuation of property within the borough, and, if thought fit, to enable the Corporation to themselves collect the same, and all moneys payable to them under their precept or direction, and by half-yearly or quarterly instalments; or to provide for the transfer to the Corporation of the powers, duties, and liabilities of the overseers of all or any parishes or townships, or parts of parishes or townships within the existing borough or the extended borough (as the case may be) relating to the assessment, making, collecting, and recovery of rates, and the preparation of valuation lists, and to constitute the Corporation to the exclusion of any other authority the assessing and rating authority for poor law and all other purposes for the whole borough or extended borough, and to compensate all assistant overseers and others who may lose office by reason of such transfer; to authorise the Corporation to remit rates in certain cases, and to exempt the Edward Pease Public Library, the Technical Institute of the Corporation, and the public parks from all rates and assessments; and provision will or may be made in the Bill for exempting all or certain property within the added area, and the owners and occupiers thereof from the local rates leviable therein, or some of them or some part thereof, for such period or periods as the Bill may prescribe.

33. To alter and enlarge the present borrowing powers of the Corporation and to enable them to lend money to the Darlington School Board, and to borrow money for that purpose and for the purposes of extending their gasworks and waterworks, and executing the powers and purposes of the Darlington Electric Lighting Order, 1890, as extended by the intended Act, and for the improvement of the Hope Town subway and for the said intended street improvements, and for other the purposes of the Bill and of the special Acts and Orders confirmed by Parliament, of the Corporation or any of them, for which capital may be required and for sanitary, public health, and local government purposes, on the security of the borough fund and borough rate, the district fund and general district rate and other funds and rates leviable by or under the control of the Corporation, and on the security of the revenues of their markets, waterworks, gasworks, electric lighting and other undertakings, and of the other revenues, lands, estates, and properties of the Corporation, or any one or more of those securities as the Bill may prescribe and to secure the repayment of such moneys by the creation and issue of mortgages, debentures, debenture stock, and annuities, or of Corporation redeemable stock as hereinafter provided, or by any of those means.

34. To authorise and provide for the consolidation and conversion into one stock of the whole or some or some part of the various loans,

mortgages, and other securities raised or granted, or hereafter to be raised or granted, by the Corporation acting as a municipal or sanitary authority, or otherwise under their present statutory powers, or under the powers of the Bill, or of any Act, Provisional Order confirmed by Parliament, or other order of any Public Department of the State now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of consolidated redeemable stock upon and subject to such terms and conditions as may be prescribed or provided for by the Bill or sanctioned by Parliament, and charged upon the whole or some part of the revenue of the Corporation from time to time arising from the lands, tolls, duties, water, gas, markets, electric-lighting, and other undertakings and other property of the Corporation, and on the borough fund, borough rate, district fund, and general district rate, and on all other funds and rates established and leviable by the Corporation as a municipal, sanitary or other authority, or on some of them as may be determined, and to provide for the transfer of such stock by deed or in books or otherwise, and to make provision with reference to the repayment of the said-existing loans, mortgages, or other securities, and to the sinking funds applicable thereto, and to extend the periods for such repayment, and to make other provision as to or in lieu of sinking funds.

35. To authorise arrangements with the Bank of England or other banking corporation, banker, or person, for and in relation to the issue and transfer of the said consolidated stock and the payment of the interest or dividends thereon, and the keeping of the registers and accounts in relation thereto.

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

37. To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, annuities, debentures, and other securities of the Corporation for the exchange or conversion thereof for or into the said stock, and to empower holders of limited interests to enter into and carry out any such arrangements.

38. To alter and enlarge the powers of the Corporation with respect to the retention and holding of lands, and to the sale, lease, exchange, and disposal of lands held by or belonging to the Corporation, and with respect to the application of the money, rents, or other consideration arising upon or from the sale, lease, exchange, and disposal of such lands.

39. To empower the Corporation to make and enforce bye-laws or regulations in respect of all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach thereof, and to extend the powers of the Corporation in regard to bye-laws under the Public Health Act; to make further provision with respect to legal proceedings by the Corporation, the proof of debts in bankruptcy and liquidation proceedings and the service of orders, the form, authentication and service of notices and orders given to or by the Corporation: the summary conviction and punishment of offenders against the provisions of the intended Act and of the bye-laws made thereunder, and of the special Acts and bye-laws of the Corporation; the recovery of penalties and expenses by the Corporation, and the application of such penalties.

40. To authorise the Corporation and all or any of the authorities, companies, bodies, or persons mentioned or referred to in this Notice for any of the objects of the Bill or incidental thereto, to enter into and carry out contracts and agreements, and to confirm any such contracts and agreements which may have been or may during the progress of the Bill be entered into.

41. To extend the powers of the Corporation for entry upon premises for purposes of the Public Health Act, 1875, and any Act amending or extending that Act, and of the inspection thereof for sanitary purposes and of executing and recovering the expenses of and incident to works done, for remedying sanitary and other defects and other purposes of the said Acts and of the Bill.

42. To provide that undertakings and agreements by and with owners of property shall bind successive owners and the Corporation respectively.

43. To empower the Corporation to remove, alter, or pull down buildings or erections, built, erected or proceeded with, contrary to the provisions of the Acts (including the intended Act) or bye-laws for the time being in force within the borough.

44. To authorise or require the occupier of any building or lands in default by the owner to execute any work required by any bye-law or enactment in force within the borough, and to recover the expense thereof from the owner; and to impose penalties on occupiers of any buildings or lands refusing to permit the execution by the owner of any work required by any such bye-law or enactment to be executed by the owner.

45. To make penal the executing of any work or the doing of any act or thing contrary to the terms or conditions on which the consent of the Corporation was given or obtained thereto.

46. The Bill so far as it relates to the Corporation as a municipal body will or may enable them to carry out the provisions thereof under and subject to the provisions of the Municipal Corporations, Library, Burial, Technical Instruction, and other public Acts relating to municipalities, and so far as it relates to public health, sanitary, and other matters, will or may enable the Corporation to carry out the provisions thereof as the urban sanitary authority of the borough, with such modifications as may be contained in the Bill.

47. The Bill so far as may be necessary or expedient for effecting the objects thereof will vary or extinguish all rights and privileges which may in any way impede or interfere with any of its objects, and will confer other rights and privileges, and will alter, vary, extend, or repeal or repeal and re-enact with amendments, or consolidate the provisions of the following local and personal or public Acts; namely:—4 George IV., cap. iii.; 12 Vic., cap. xiii.; 13 and 14 Vic., cap. 108, and the Darlington Order scheduled thereto; 17 and 18 Vic., cap. clxxxii.; 24 and 25 Vic., cap. lxxvii.; 35 and 36 Vic., cap. xxxiv.; 35 and 36 Vic., cap. cxii.; 46 and 47 Vic., cap. cxxxv. and the Order of the Local Government Board relating to the borough of Darlington confirmed thereby; 48 and 49 Vic., cap. lxii. and the Order of the Local Government Board relating to the borough of Darlington confirmed thereby; and 53 and 54 Vic., cap. clxxxix., and the Darlington Electric Lighting Order confirmed thereby, and of all charters and of all other Acts of Parliament and Provisional Orders confirmed by Parliament relating to the borough or the corporation which it may be necessary to alter, amend, extend, or repeal in order to effect the objects of the Bill; and will

re-incorporate with or without alteration or apply the provisions of the Municipal Corporation Act, 1882, the Public Health Act, 1875, the Lands Clauses Consolidation Act, 1845, the Gasworks Clauses Act, 1847, the Waterworks Clauses Act, 1847, the Towns Improvement Clauses Act, 1847, the Towns Police Clauses Act, 1847, the Markets and Fairs Clauses Act, 1847, and of any other public or general Act amending or extending those several Acts respectively, and of any other public and general Acts of Parliament which it may be necessary or desirable to apply for effecting the objects of the Bill.

48. And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the said intended street improvement works, the plans, also showing the lands intended to be taken or appropriated and used for the purposes thereof, with a book of reference to the said plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands, and a copy of this Notice as published in the London Gazette will be deposited with Clerk of the Peace for the county of Durham at his office in the city of Durham, and on or before the same day a copy of the said plans, sections, book of reference, and Gazette Notice will be deposited with the parish clerk of the parish of Darlington at his residence.

49. And notice is hereby further given that on or before the 30th day of November instant a map in duplicate showing as well the boundaries of the existing borough as the boundaries of the proposed extension thereof will be deposited for public inspection with the Town Clerk of Darlington at his office in Houndgate, Darlington.

50. 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.

F. T. STRAVENSON, Town Clerk, Darlington.

DURNFORD and Co., 38, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Blackpool and Fleetwood Tramroads.

(Incorporation of Company; Construction of Tramways, Tramroad, and other Works in the County Palatine of Lancaster; Electrical and other Powers; Agreements with and Powers to the Corporation of Blackpool for Working and for Running Powers, and otherwise in relation to Tramways in the Borough of Blackpool; Agreements with Urban District Council of Fleetwood as to Supply of Electricity; 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 purposes (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to enable the Company to make, form, lay down, maintain, and work the several tramways and tramroad hereinafter described, or some or one of them, with all necessary and proper rails, points, plates, sleepers, works, and conveniences, and to make the diversion of the public road hereinafter mentioned (that is to say):—

Tramway No. 1, wholly situate in the township and borough of Blackpool and parish of Bispham, commencing in Dickson-road,

Blackpool, at the north side of its intersection with Springfield-road, thence proceeding in a northerly direction along Dickson-road, and terminating in that road at its junction with Pleasant-street.

Tramway No. 2, wholly situate in the township and borough of Blackpool and parish of Bispham, commencing by a junction with Tramway No. 1, at its point of termination aforesaid, and proceeding thence in a northerly direction along Warbreck-road, and terminating near the Gynn Inn, at or near the junction of Warbreck-road with Queen's-drive.

Tramway No. 2A, wholly situate in the township and borough of Blackpool and parish of Bispham, commencing by a junction with Tramway No. 1, at its point of termination aforesaid, thence proceeding in a north-westerly direction into and along Queen's-drive in Claremont-park, and terminating near the Gynn Inn, at or near the junction of Queen's-drive with Warbreck-road.

Tramway No. 2B, a short line commencing and terminating by junctions with Tramways Nos. 2 and 2A respectively at points 1 and a half chains or thereabouts from the terminations of those tramways aforesaid.

A tramroad commencing in the township and borough of Blackpool and parish of Bispham by junctions with the Tramways Nos. 2 and 2A at their terminations aforesaid, and terminating in the township of Fleetwood and parish of Thornton, at or near the junction of Copse-road and West-street, Fleetwood.

Tramway No. 3, wholly situate in the township of Fleetwood and parish of Thornton, commencing by a junction with the intended tramroad at its termination aforesaid, and proceeding thence in a north-easterly direction into and along West-street, East-street, and North Albert-street, into and across Bold-street, and terminating at or near the intersection of Upper Lune-street and Bold-street, near the Euston Barracks.

A diversion, in the township of Fleetwood and parish of Thornton of so much of the public road at Rossall leading from Blackpool to Fleetwood as lies between points respectively 3 and a half chains and 19 and a half chains or thereabouts, measured in a northerly direction along the said road from the south-easterly corner of the Rossall Inland Embankment.

The said intended tramways, tramroad, and works will pass from, through, or into, or be situate in the several parishes, townships, and places following (that is to say):—

Bispham, Thornton, Blackpool, Bispham-with-Norbreck, and Fleetwood, or some of them, all in the county palatine of Lancaster.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path and the nearest rail of the tramway (that is to say):—

Tramway No. 1, in Dickson-road, between the commencement of the tramway and a point $5\frac{1}{2}$ chains north of Cocker-street, on both sides of the road.

Tramway No. 2, in Warbreck-road, for the whole length of that road on both sides of the road.

Tramway No. 2A, on both sides of the entrance from Warbreck-road to Queen's-drive, for

a distance of 2 and a half chains on the north side, and 2 chains on the south side or thereabouts, and in Queen's-drive in the following places, namely, on the east side thereof for a distance of 4 chains measured northwards from a point about 3 chains north of Derby-road, and also on the south-east side for a distance of 3 and a quarter chains measured northwards from a point three quarters of a chain north of the Toll-house.

Tramway No. 2B, for the whole length thereof on the south side.

The tramways and tramroad are intended to be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

The power intended to be employed for moving carriages or trucks on the said tramways and tramroad will be animal, electric (by the overhead system or otherwise), gas, or other mechanical power (other than steam), or such other power as may be prescribed or provided for by the intended Act.

To empower the Company to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the said intended tramways and tramroad or for providing access to or in connection with any engines, machinery, or apparatus, and to acquire, hold, and use patent and other rights and licenses.

To empower the Company for all or any of the purposes of the intended Act, to purchase, or acquire, by compulsion or agreement, and to hold lands and houses or easements therein, in the parishes and townships aforesaid, and to erect offices, buildings, or other conveniences on any such lands, and in particular to authorise the Company to purchase, take on lease or otherwise acquire by compulsion or agreement, and to hold and use for the purposes of constructing a station or stations for generating electric power the lands hereinafter mentioned, that is to say:—

(a) A plot of land in the township of Fleetwood and parish of Thornton, containing about 1 acre lying on the north-east side of and adjoining the North Lancashire Steam Saw Works, and between and adjoining Copse-road and the Lancashire and Yorkshire and London and North-Western Joint Railway, and extending for 1 and a half chains or thereabouts in a northerly direction from the said Steam Saw Works;

and to empower the Company to lay down and maintain a pipe or pipes across and along Copse-road, between the said plot and the stream or watercourse on the west side of that road, and to abstract and take water from the said stream for the purposes of their generating station.

(b) A field in the township of Bispham-with-Norbreck, in the parish of Bispham, lying on the south side of and adjoining the road leading from Redbank past Gradwell Slack to Bispham village, and containing about $1\frac{1}{2}$ acres, and extending for a distance of 5 chains or thereabouts along the said road opposite Gradwell Slack aforesaid, and measuring 5 chains or thereabouts from north to south;

and to empower the Company to abstract and take water from the stream or watercourse along the eastern side of the said field for the purposes of their generating station.

To empower the Company from time to time to enter upon, and open and break up the surface of and to cross, alter, and stop, remove, and otherwise interfere with streets, roads, lanes, highways, public and private roadways, tramways, footways, watercourses, bridges, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, lines, and apparatus within all or any of the parishes, townships, or places hereinbefore mentioned for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the intended tramways, tramroad, and works, or for substituting others in their place, or for other the purposes of the intended Act.

To authorise or to authorise and require the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of the intended tramways and tramroad, or any of them, or for facilitating the passage of traffic along streets or providing access to any stables or carriage sheds or works or buildings of the Company, or to any tramway of any other company or authority owning or working or owning and working any tramway upon or over which the Company may acquire, either by agreement or otherwise, any power of user or running.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare or otherwise, it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used or intended so to be.

To provide for and regulate the user by the Company for the purposes of the intended Act of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To empower the Company on the one hand, and the several local and road authorities and other bodies and persons having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets or roads, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the intended tramways and tramroad by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties, and to

confer, vary, or extinguish other rights and privileges.

To authorise the Company to take on lease, purchase, or otherwise acquire, run over, work, and use, and either compulsorily or by agreement with the Corporation of Blackpool, any existing or future tramways or tramway of or belonging to the Corporation of Blackpool, upon such terms and conditions, and subject to the payment of such compensation, tolls, rates, and charges as may from time to time be mutually agreed between the Company and the said Corporation, or as in case of difference may be settled by the Board of Trade, or otherwise as may be prescribed or provided for by the intended Act.

To authorise the Corporation of Blackpool, upon like terms and conditions, to take on lease, purchase, or otherwise acquire, work, and use, and the Company to let, sell, or otherwise dispose of to the Corporation any of the tramways of the Company within the borough of Blackpool, or to take over from the Company the powers of the Company to be conferred upon them by the intended Act, or any of such powers, and for such purposes, or any of them, to borrow money on security of the borough, district, and general rates of or on any real or other securities of or belonging to the said Corporation.

To authorise agreements between the Company and the Corporation of Blackpool with reference to all or any of the matters aforesaid, and to the mode and place of formation of any junction or junctions between any of the intended tramways and any existing or future tramways of the said Corporation.

To empower the Company and the Urban District Council of Fleetwood to enter into and carry into effect agreements with reference to the supply by the Company to the said Council of electrical energy for the purposes of the Fleetwood Electric Lighting Order, 1890.

To confirm or give effect to any such agreement as hereinbefore mentioned which may have been or may be entered into prior to the passing of the intended Act.

To incorporate in the intended Act and confer upon the Company all or some of the powers and provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, and certain provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and to incorporate, with such exceptions, modifications, or limitations as may be prescribed or provided, for by the intended Act, the provisions or some of the provisions of the Tramways Act, 1870; or any Act amending the same, and to exempt the intended tramroad from the operation of such provisions.

To alter, extend, amend, enlarge, vary, or repeal the provisions of the Blackpool Corporation Tramways Order, 1884, the Blackpool Improvement Act, 1879, and any other Act or Order relating to the Blackpool Corporation or their tramways.

And notice is hereby further given that maps, plans, and sections of the proposed tramways, tramroad, and works, and plans of the lands to be acquired, 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 Palatine of Lancaster, at his office at Preston, and that a copy of so much of the plans and sections and book of reference as

relates to each parish, from, in, through, or into which the proposed tramways, tramroad, and works will be made or pass, or the said lands are situate, and also a copy of this Notice as published in the London Gazette will, on or before the said 30th day of November instant, be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto; 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, 1895.

Dated this 15th day of November, 1895.

SUTTON, ELLIOTT, and TURNBULL, Manchester, Solicitors.

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

In Parliament.—Session 1896.

Bute Docks and Rhymney Railway Companies Amalgamation.

(Amalgamation of the Rhymney Railway Company with the Bute Docks Company; Dissolution of Rhymney Railway Company; Agreements between the Companies and Marquess of Bute and others, and other Provisions; Change of Name of Bute Docks Company; Increase of Capital of Bute Docks Company; Amendment of Acts.)

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

1. To amalgamate with the Bute Docks Company, or provide for the acquisition by, and transfer to, and vesting in the Bute Docks Company (hereinafter called "the Company") from and after such period or periods, and upon and subject to such terms and conditions as may have been or may be agreed upon, or as may be prescribed or provided for, by, or under the provisions of the intended Act, of the undertaking of the Rhymney Railway Company (hereinafter called "the Railway Company"), so that the said undertaking, including, amongst other things, all railways, stations, sidings, lands, buildings, telegraphic and telephonic apparatus, reservoirs, tanks, locomotives, carriages, wagons, rolling stock, machinery, stores, property, estates, and effects, rights, powers, and privileges, liabilities, and obligations, of what nature or kind soever (whether with reference to the separate undertaking, works, or property of the Railway Company, or to the undertaking, works, or property of any other company, body, or person in which the Railway Company may have any interest, and whether with reference to the purchase of lands, construction, or maintenance of works, levying of tolls, rates, rents, and duties, or otherwise) vested in, or belonging to, or exercised, or enjoyed by, or attaching to the Railway Company, solely or jointly with any other company, companies, bodies, or persons, and including any powers to be conferred upon the Railway Company, by any other Act to be passed in the next Session of Parliament, may (except as otherwise provided by the intended Act) be vested in and belong to, and be exer-

cised, enjoyed, and fulfilled by the Company, or otherwise to provide for the union of the said Companies and their undertakings.

2. To authorise or confirm, and give effect to agreements between the said Companies, and any companies or persons interested in the undertakings or property of either of them, with reference to such amalgamation, sale, and transfer.

3. To provide for the dissolution of the Railway Company as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors, and for regulating, fixing, enlarging, consolidating, converting, and determining the capital and borrowing powers of the Company, and the rights, privileges, preferences, and priorities and voting powers of the proprietors therein, and of the different classes of such proprietors, as amongst themselves, 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 Railway Company, and either alone or jointly with any other company, companies, bodies, or persons, or otherwise howsoever.

4. To make provision for the conversion into shares or stock of the Company of the shares and stock of the Railway Company, and to provide for the mortgages, debentures, debenture stock, and other debts of the said Companies, and the security of their respective creditors, and if thought fit to make such mortgages, debentures, or debenture stock charges on the amalgamated undertaking, either with or without a lien on the respective undertakings of the two Companies.

5. To authorise agreements between the Company, the Railway Company, the Marquess of Bute, and the trustees under the will of the late Marquess of Bute, and any other persons interested in the undertaking of the Company or the Railway Company, or in any lands, rents, or property affected by the proposed amalgamation, sale, or transfer, or any of them, with reference to any of the objects of the intended Act, and to confirm or give effect to any agreement or agreements made, or which, before the passing of the intended Act, may be made, by or on behalf of the said companies and persons, or any of them, and to any acts 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.

6. To provide (if thought fit) for the increase of the number of the directors of the Company, and for their election, appointment, remuneration, and retirement.

7. To enable the said trustees to take and hold preference or other shares or stock of the Company, in lieu of the preference or other shares of the Bute Docks Company at present held, or authorised to be held, by them, and to declare that preference or other shares or stock of the Company shall be deemed to be an investment authorised by the will of the late Marquess of Bute.

8. To enable and require persons not "sui juris," or persons holding shares, stocks, or securities of the Railway Company in a fiduciary or limited capacity, to take and hold any shares, stocks, and securities in the Company to be issued to them on such amalgamation.

9. To empower the Company to increase their capital for the purposes of the intended Act by the creation and issue of additional

ordinary and preference shares and stock (with such privileges and priorities, if any, as may be prescribed by the intended Act), and by borrowing upon mortgage, and by the creation and issue of debenture stock, and also to apply towards those purposes any capital or funds belonging to or authorised to be raised by the Company, which may not be required for the purposes for which the same were authorised to be raised.

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

11. To change the name of the Company.

12. 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 Acts following, that is to say:—The Acts 1 Will. IV., cap. 133 (local), and 4 Will. IV., cap. 19 (local), relating to the Bute Ship Canal and Works at Cardiff, in the county of Glamorgan; the Bute Docks Acts, 1865 to 1895, and all other Acts relating to the Company or their undertaking, or to the estates and trusts of the will of the late Marquess of Bute; and the Act 20 and 21 Vict., cap. 140, and any other Act or Acts relating to the Railway Company or their undertaking.

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

Dated this 18th day of November, 1895.

FARRER and Co., 66, Lincoln's-inn-fields,
W.C.;

JOHN STUART CORBETT, Cardiff;
BOMPAS, BISCHOFF, DODGSON, COXE, and
BOMPAS, 4, Great Winchester-street,
London,

Solicitors for the Bill.

GRAHAMES, CURREY, and SPENS, 30, Great
George-street, Westminster, S.W.;

TETLEY and HOSKINS, 16, Parliament-
street, Westminster, S.W.,

Parliamentary Agents.

In Parliament—Session 1896.

Cheltenham Corporation Gas.

(Power to Corporation to purchase by compulsion or agreement the Undertaking of the Cheltenham Gas Light and Coke Company; to maintain, continue, extend, and enlarge the existing Gasworks of the Company; to supply Gas within the Parish and Borough of Cheltenham, and within the Parishes of Leckhampton, Prestbury, Charlton Kings, Swindon, Up Hatherley, Badgworth, Shurdington, and Staverton, all in the County of Gloucester; Supply of Gas Fittings, &c.; Rates and Charges; Agreements with other Authorities and Companies as to supply of Gas in bulk; Borrowing Powers; Alteration and Amendment of Acts of the Gas Company and application of the same to the Corporation; Special Provisions as to Auditors, and as to application of Surplus Income arising from Gas Undertaking; Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the borough of Cheltenham, in the county of Gloucester (herein referred to as "the Corporation"), for an Act for the following purposes, or some of them (that is to say):—

1. To authorise and empower the Corporation

to acquire by compulsion or agreement, and to provide for the sale and transfer to and vesting in the Corporation of all or part of the undertaking, works, lands, railways, tramways, mains, pipes, property (both real and personal), powers, rights, privileges, and authorities of the Cheltenham Gas Light and Coke Company (in this Notice called "the Company"), for such price or consideration, and upon and subject to such terms, conditions, and stipulations as may be expressed in, or provided for, by, or under the provisions of the Bill, or as may be agreed upon between the Corporation and the Company, or as may be settled by arbitration, and to authorise and require the Company to sell and transfer their undertaking, property, and rights accordingly.

2. To confirm and give effect to any agreement between the Corporation and the Company with reference to any such purchase and sale which may have been entered into prior to the passing of the Bill.

3. To provide for the dissolution and winding up of the Company, and for the distribution of the purchase money or other consideration amongst the shareholders and other persons entitled thereto.

4. To authorise the Corporation to carry on the undertaking of the Company, or some part thereof, to maintain, improve, alter, extend, and enlarge the existing gasworks, to break up streets, roads, highways, and places; to lay, re-lay, take up, repair, and remove mains, pipes, and other apparatus and things, and from time to time to construct and maintain works and supply gas.

5. The limits within which it is intended to authorise the Corporation to supply gas will or may comprise the whole or any part of the parish and borough of Cheltenham, and the parishes of Leckhampton, Prestbury, Charlton Kings, Swindon, Up Hatherley, Badgworth, Shurdington, and Staverton, all in the county of Gloucester.

6. To enable the Corporation within the whole of their limits of supply for gas as prescribed by the Bill to have, enjoy, and exercise all the powers, rights, and authorities of an urban district council under the Public Health Act, 1875, and the Acts amending the same, with reference to the supply of gas, and to confer on the Corporation all other rights, authorities, and privileges with respect to the several matters aforesaid which may be necessary, proper, and convenient for carrying on the said undertaking, or as may be prescribed by the Bill.

7. To authorise the Corporation upon the lands hereinafter described, now occupied by the Company, to maintain and continue, and from time to time improve, extend, enlarge, alter, renew, and repair the existing gasworks of the Company, and to manufacture and store gas, and to convert, treat, and manufacture and store all or any products arising in or resulting from the manufacture of gas, viz. :—

The lands situate in the parish and borough of Cheltenham bounded on the south-east by the Gloucester-road, on the north-east by the Tewkesbury-road, on the north-west by the Coach-road, otherwise Lower Mill-street, on the south-west by the road leading to the Six Chimneys' Farm, and containing 6 acres 2 roods and 17 perches or thereabouts.

8. To authorise the Corporation to supply, fix, and deal in meters, stoves, ranges, and fittings for the use of gas within the limits

aforsaid, and to exercise all such other powers as are necessary for or incidental to the supply of gas, and to sell and deal in coal, coke, culm, tar, oil, ammoniacal liquor, and other residual products and things.

9. To authorise the Corporation to purchase additional lands by agreement, and to acquire easements in, through, under, and over public and private lands, roads, streets, footways, and highways, and to vest in the Corporation the benefit of all contracts for the purchase of lands or of easements or interests in lands, entered into by or on behalf of the Company; and to empower the Corporation to lay down, maintain, and renew mains, pipes, apparatus, and works in, through, over, or under streets, roads, footways, highways, thoroughfares, railways, tramways, bridges, canals, rivers, streams, watercourses, sewers, drains, pipes, and telegraphic apparatus within the limits for the supply of gas as prescribed by the Bill, and to break up and interfere with the same.

10. To authorise the Corporation to make, levy, and recover rates, rents, and charges for the supply of gas, and for the hire and use of meters, stoves, engines, and fittings, and for other purposes of the Bill, and to vary existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

11. To authorise the Corporation and any other authority, or any company, bodies, or persons, to enter into and carry into effect contracts and agreements with respect to the supply by the Corporation, in bulk or otherwise, of gas beyond the limits of supply of gas defined by the Bill, and to confer upon the Corporation special powers with reference thereto, and to the laying down and maintaining pipes and apparatus in streets and roads adjoining or near to the said limits, and to confer all necessary powers upon all such other authorities, bodies, and persons, and to enable them to raise or apply money for that purpose.

12. To make provision for enabling the Corporation to appoint an auditor to audit the gas accounts of the gas undertaking, when acquired by the Corporation, and also to audit all other accounts of the Corporation, and to repeal, alter, or annul any enactments inconsistent with those objects or purposes.

13. To make provision for the appropriation and application of, and the dealing with, any ultimate surplus income accruing to the Corporation from the gas undertaking of the Company, when acquired by the Corporation, as a surplus of the borough fund, within the meaning of Section 143 of the Municipal Corporations Act, 1882.

14. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply to any purposes to be authorised by the Bill any moneys they are already authorised to borrow, and for those purposes to borrow money upon the security of their rates and property for the time being and of the rates, rents, and charges to arise under the Bill, and to create and issue Corporation stock, debentures, debenture stock, annuity certificates, coupons, and stock certificates either under the Local Loans Act, 1875, the Cheltenham Improvement Act, 1889, or in such other manner, and subject to such terms, conditions and restrictions (if any) as may be prescribed by the Bill.

15. To vary or extinguish all existing rights and privileges which would or might in any way prevent, or interfere with, or delay the

accomplishment of any of the objects of the Bill, and to confer other rights and privileges.

16. To alter, amend, and repeal, so far as may be necessary, or to extend and make applicable to the Corporation all or some of the provisions of the Cheltenham Gas Act, 1856, and the Cheltenham Gas Act, 1872, and all or any other Act or Acts relating to the Company.

17. To incorporate with the Bill and to confer upon the Corporation, with or without alteration, all or some of the provisions and powers of the Lands Clauses Acts, the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, the Public Health Acts, the Municipal Corporations Acts, the Local Loans Act, 1875, and the Acts amending the same.

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 this 19th day of November, 1895.

E. T. BRIDGES, Town Clerk, Cheltenham,
Solicitor for the Bill.

WYATT and Co., 28, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Wallasey Urban District Council (Promenade).
(The Construction of a Promenade in the District of Wallasey; the Laying-out of Gardens and Open Spaces; Compulsory Purchase of Lands and Interests in Lands; Access to Foreshore; Determination of Compensation; Bye-laws; Extinguishment of Rights; Borrowing of Money; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Wallasey Urban District Council (in this Notice called the Council), for leave to bring in a Bill for an Act to effect the purposes, and to confer the powers and privileges following, or some of them, that is to say:—

1. To empower the Council to acquire by compulsion for the purposes of the intended Act, lands and hereditaments and easements and rights, in or over any lands and hereditaments, in the township of Liscard, in the parish of Wallasey, in the county of Chester.

2. To exempt the Council from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, and the provisions of that Act relating to superfluous lands, and to make other amendments in the Lands Clauses Acts in their application to the intended Act.

3. To empower the Council to purchase by agreement lands, buildings, and hereditaments, and easements, and rights in, under, and over lands.

4. It is intended to take lands, being the foreshore of the River Mersey and lands situate between such foreshore and enclosed lands, and over, or in respect of which, the public have or claim to have rights, in the parish of Wallasey, to the extent of 6 acres, 2 roods and 14 poles or thereabouts.

5. To empower the Council to construct and maintain a promenade and embankment (in this Notice called the Promenade), to be situate in the township of Liscard, in the parish of Wallasey, in the county of Chester, commencing at a point 22 yards south of the junction of the centre lines of Hertford-drive and the existing promenade, and terminating at a point 66 yards north-west of the northern corner of the Ferry Hotel, New Brighton, together with footways,

and carriageways, and such approaches, roads, communications, steps, slipways, landing-stages, sewers, drains, works and conveniences, as may be necessary or convenient.

6. To authorise the Council to deviate in the construction of the promenade, both vertically and horizontally, to the extent shown on the deposited plans and sections, or to be defined in the intended Act.

7. To authorise the Council to make junctions or communications with roads, streets, sewers, and drains, and if necessary to alter the levels thereof, and to remove, alter, or interfere with sewers, drains, gas, water, and other mains and pipes, telegraph, telephone, and other electric apparatus.

8. To empower the Council to make and maintain, carriageways, footways, slipways, steps, and other conveniences in, over, and from the lands to be acquired by them under the intended Act, so as to give access to the promenade and the foreshore, from the lands adjoining or abutting on the lands acquired as aforesaid. To make provision with respect to the nature and amount of such access, and for determining questions in difference between the Council and other persons interested, with regard thereto.

9. To empower the Council to form, level, lay-out, plant, and fence the lands acquired by them under the intended Act, and not required for the purposes of the promenade, and to provide for the user thereof, as ornamental or recreation grounds.

10. To make special provision with regard to the amount of compensation to be paid in respect of the lands to be acquired with the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the provisions of the intended Act with respect to access to the rights enjoyed by the public over the lands taken, to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the promenade and the exercise of the other provisions of the intended Act, and to other circumstances to be mentioned or referred to in such Act.

11. To provide that the promenade shall be a street for all or any purposes, and to make provision for the repair thereof, and to apply the provisions of the Public Health Acts to all or any of the purposes of the intended Act.

12. To empower the Council to make and enforce bye-laws in respect of the use and enjoyment of the promenade and the lands acquired under the intended Act, and to impose penalties for the breach of such bye-laws.

13. To authorise the Council to provide seats, chairs, shelters, band stands, and other conveniences.

14. To extinguish all public and private rights of way and other rights over the lands acquired under the intended Act, and to vary and extinguish all other existing rights and privileges which would or might in any way prevent, interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

15. To authorise the Council to borrow money for the construction of the promenade, the making, forming, laying-out, planting, and fencing of the said lands, and for other the purposes of the intended Act, and to charge the moneys so proposed to be borrowed, and the interest thereon, on the district fund and general district rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenue, and other property of the Council, or any of such securities, and to execute and grant mortgages,

debentures, debenture stock, and annuities, in respect thereof, and to authorise the Council to apply any of the funds, or any money borrowed or authorised to be borrowed, under former Acts, to all or any of the purposes of the intended Act, and to extend the powers of the Council in regard to borrowing under the Public Health Act, 1875.

16. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts and public Acts of a local character (that is to say):—The Wallasey Improvements Acts, 1845, 1858, 1861, 1864, 1867, 1872; the Wallasey Local Board Act, 1890; the Local Government Supplemental Act, 1863, (No. 2); the Local Government Supplemental Act, 1870; the Local Government Board's Provisional Orders Confirmation (Birmingham, &c.), Act, 1876; the Local Government Board's Provisional Orders Confirmation (Caistor Union, &c.), Act, 1877; the Local Government Board's Provisional Orders Confirmation (Bristol, &c.), Act, 1878; the Local Government Board's Provisional Orders Confirmation (Acton, &c.), Act, 1881; the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1883; the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1888; the Local Government Board's Provisional Orders Confirmation (No. 12) Act, 1892; the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1894; and the Local Government Board's Provisional Orders Confirmation (No. 1) Act, 1895; and also the following Acts:—20 and 21 Vic., cap. 162; 21 and 22 Vic., caps. 90 and 92; 22 Vic., cap. 20; 23 and 24 Vic., cap. 150; 24 and 25 Vic., cap. 188; 26 Vic., cap. 54; 27 and 28 Vic., cap. 213; 29 Vic., cap. 84; 29 and 30 Vic., cap. 103; 30 and 31 Vic., cap. 206; 34 and 35 Vic., cap. 197; 36 and 37 Vic., caps. 143 and 144; 37 and 38 Vic., cap. 30; 38 Vic., cap. 19; 39 and 40 Vic., cap. 69; 40 Vic., cap. 2; 41 and 42 Vic., cap. 198; 43 and 44 Vic., cap. 14; 44 Vic., cap. 49; 45 and 46 Vic., cap. 204; 47 Vic., cap. 29; 50 and 51 Vic., cap. 139; 52 and 53 Vic., cap. 140; 54 Vic., cap. 8; and 56 and 57 Vic., caps. 82 and 162.

17. To incorporate and apply, with or without modification, all or some of the provisions of the Lands Clauses Acts, the Harbours, Docks and Piers Clauses Act, 1847, the Public Health Acts, the Local Loans Act, 1875, and the Arbitration Act, 1889, and any Act amending those Acts respectively.

18. Duplicate plans and sections showing the line, situation and level of the promenade and the lands in or through which it will be made, and the lands which may be taken under the powers 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 for public inspection on or before the 30th day of November instant with the Clerk of the Peace for the county of Chester at his office at Chester, and on or before the same date a copy of the said plans, sections, book of reference, and notice will be deposited with the parish clerk of the parish of Wallasey at his residence.

Printed copies of the proposed Bill will be deposited at 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.

WILLIAM DANGER, Clerk to the Council,
Wallasey.

SHARPE, PARKER, PRITCHARDS, and
BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1896.

Huddersfield Tramways and Improvement.

(Construction of Tramways in the Borough to be Worked by Steam, Animal, Electricity, or any Mechanical Power; Power to Corporation to run Carriages thereon, and take Tolls, Rates, and Charges therefor; Extension of Time for Completion of Tramways Authorised in the Years 1880 and 1890 respectively, and of Time for Completing certain Street Works Authorised by Huddersfield Tramways and Improvement Act, 1890, and Repeal of part of Section 20. of that Act; Street Widening and Improvements; Acquisition of Lands Compulsorily and by Agreement; Additional Lands for Sanitary Purposes; Confirmation of Purchase of Land; Exempting Corporation from Section 92 of Lands Clauses Consolidation Act, 1845; Underpinning; Sale and Lease of Lands; Breaking and Stopping up Roads; Confirming Gifts of Land for Recreation Grounds; By-Laws; Power to Corporation to Appoint Overseers and Assistant-Overseers, and to be Rating Authority for all Purposes in the Borough; Power to Purchase Undertaking of Longwood Gas Company by Agreement, and Dissolution of that Company; Powers to Manufacture and Store Gas and Residuals on Further Lands; Inspection of and Control over Gas Pipes; Moveable and Dangerous Buildings; Overhead Electric Wires; Hoardings; Sanitary Provisions; Removal of Trade Refuse; Infectious Diseases; Transfer to Borough Fund of Fines and Penalties under Local Acts; Bands of Music; Tolls, Rates, and Charges; Power to Corporation to Lend to School Board Guardians and Technical School; Borrowing Powers; Incorporation, 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 Huddersfield, in the West Riding of the county of York (hereinafter called "the Corporation"), being also the Urban District Council for the said borough, for leave to introduce a Bill for the following, or some of the following, among other purposes (that is to say):—

Tramways.

1. To enable the Corporation to make, lay down, form, and maintain wholly within the said borough, and in [the parish of Huddersfield, all or some of the tramways hereinafter described, with 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, and 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 streets 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 following are the tramways:—

Tramway No. 1 commencing in Chapel Hill by a junction with the existing tramway of the Corporation, about 11 yards north of Colne-road, passing thence along or over Colne-road, and terminating in that road by a junction

with Tramway No. 17, authorised by the Huddersfield Tramways and Improvement Act, 1890, about 16 yards east of Queen-street South.

Tramway No. 1A commencing in Chapel Hill by a junction with the existing tramway of the Corporation, about 19 yards south of Colne-road, and terminating in Colne-road by a junction with the said intended Tramway No. 1, about 17 yards south-east of Chapel Hill.

Tramway No. 1B commencing in Colne-road by a junction with the said Tramway No. 1, about 16 yards west of Queen-street South, and terminating in Queen-street South by a junction with the said Tramway No. 17, about 15 yards north of Colne-road.

The foregoing tramways will be single lines.

Tramway No. 2, a double line, commencing in Buxton-road by a junction as to the western line with the existing Manchester-road Tramway, about 48 yards north-east of South Parade, and as to the eastern line with the existing Chapel Hill Tramway, passing thence along or over the said Buxton-road and New-street, and there terminating by a junction with the existing Corporation Tramway, about 109 yards north-east of High-street.

Tramway No. 2A (a cross-over road, a single line to connect the eastern and western lines of Tramway No. 2), wholly in Buxton-road, commencing at the said commencement of Tramway No. 2, and terminating about 22 yards north-east of the commencement of the said intended tramway.

Tramway No. 2B (a cross-over road, a single line also to connect the said eastern and western lines of Tramway No. 2), wholly in Buxton-road, commencing by a junction with the western line of Tramway No. 2, at a point about 14 yards south-west of John-street, and terminating by a junction with the eastern line of Tramway No. 2 about 22 yards north-east of its commencement.

Tramway No. 3, partly in the township of Longwood, and partly in the township of Lindley-cum-Quarby, commencing at the boundary of the county borough of Huddersfield in New Hey-road, passing thence along or over the said New Hey-road, and there terminating by a junction with the existing Corporation tramway about 42 yards north-west of Raw Nook-road.

Tramway No. 3 will be laid as a single line except in the following cases, that is to say, between two points respectively 19 yards and 85 yards north-east of its said commencement, and between two points respectively 235 yards and 301 yards north-east of Slack-lane, and between two points respectively 129 yards and 63 yards north-west of Raw Nook-road.

Tramway No. 4, a single line, commencing in Leeds-road North by a junction with the existing Corporation tramway at the junction of Oak-road with that road, passing thence along or over Oak-road and Bradley-road, and there terminating at a point about 14 yards north-west of the north-west boundary-wall of Bradley School.

The whole of the foregoing tramways, except Tramway No. 3, will be situate in the township of Huddersfield.

The several tramways will consist of rails of the gauge of 4 feet and 8½ inches, and it is intended to run thereon carriages or trucks adapted for use on railways.

The motive power to be used on the intended tramways is animal, steam, compressed air, gas, or oil, and haulage by means of wire or rope cables placed underground and worked by stationary engines, electric energy applied by means of motors in the engines, or carriages, or trucks, or generated at stations and communicated by means of electric lines, either in or under the ground or overhead, 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.

It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 10 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway in the case of the following tramways, and at the points hereinafter mentioned with respect to each of them, namely:—

Tramway No. 1, in Colne-road, on both sides thereof, from a point 38 yards south-east of Chapel Hill, and thence proceeding in a south-easterly direction for a distance of 130 yards.

Tramway No. 2, in Buxton-road and New-street, on the north-west side thereof respectively, from a point 46 yards north-east of its commencement to the termination of that tramway.

Tramway No. 4, in Oak-road (Bradley), on the east side thereof, from a point 54 yards north-east of the junction of Oak-road and Leeds-road North, and thence proceeding in a northerly direction for a distance of 25 yards, and there terminating.

2. 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 said 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.

3. 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, and to make and lay down in the street so altered, or temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways, or channels, or electric lines.

4. To confer on and reserve to the Corporation and their lessees the exclusive right of using on any tramways to be constructed or maintained under the powers of the intended Act carriages drawn or propelled by any motive power before mentioned, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

5. To provide for the repair by the Corporation, 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 said tramways, or channels, or electric lines.

6. 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 said 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.

7. 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 lease, sale, and purchase of the whole or any part of the said tramways 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, or as Parliament may prescribe, and to confirm any such contracts and agreements which may have been or may be entered into prior to the passing of the intended Act.

8. To constitute the said tramways for all purposes part of the tramway undertaking of the Corporation.

9. To empower the Corporation to place or run carriages on, and to work and to demand and take tolls in respect of any tramways for the time being belonging to them, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by any motive power before mentioned, and to sell, exchange, or dispose of such of the before-mentioned articles and things as from time to time may no longer be required, and for the purposes aforesaid to vary or repeal the provisions of The Tramways Act, 1870, and Section 17 of the Huddersfield Corporation Act, 1892, and Section 12 of the Huddersfield Tramways and Improvements Act, 1890

10. To extend the time for the construction of the Tramways Nos. 2, 3, 4, and 11 authorised by the Huddersfield Tramways and Improvement Act, 1880, and of the Tramways Nos. 1, 5, 7, 9, 11, 12, and 17 authorised by the Huddersfield Tramways and Improvement Act, 1890.

11. To extend the time limited by the Huddersfield Tramways and Improvement Act, 1890, for the completion of the Street Works Nos. 42 and 43 authorised by that Act, and the Bill will repeal so much of Section 20 of that Act as requires the construction simultaneously of the improvement and tramways therein mentioned, but will provide that the Street Works Nos. 42 and 43 and the said Tramway No. 7, if constructed, shall be constructed simultaneously.

Improvements and New Streets.

12. To authorise the Corporation to make and maintain wholly in the West Riding of the county of York the following street improvements (that is say):—

Work No. 1.—The widening and improving of Holly Bank-road on the north side thereof, wholly in the township of Lindley-cum-Quarby, in the parish of Huddersfield, commencing at the east side of Lidgestreet, about 3 yards north of the junction of Holly Bank-road with that street, and terminating in Halifax-road, about 13 yards north of the junction of Holly Bank-road with that road.

Work No. 2.—The improving of the junction of Holly Bank-road with Lidgestreet, wholly in the said township of Lindley-cum-Quarby, commencing at a point in Lidgestreet on the east side thereof in line with the northern gable of the Fleece Inn, and terminating about 38 yards east of the south-west corner of Holly Bank-road.

Work No. 3.—The widening and improving of East-street (Lindley), on the south side thereof, wholly in the said township of Lindley-cum-Quarmby, for a distance of 33 yards measured in an easterly direction from a point on the east side of Lidget-street, about 6 yards south of its junction with East-street, and for a distance of 63 yards measured in an easterly direction from a point about 41 yards west of the west side of George-street.

Work No. 4.—The widening and improving of King Cliffe-road (Fartown), on the south-west side thereof, wholly in the said township and parish of Huddersfield, commencing at a point on the east side of Filbert-street, about 8 yards south of its junction with King Cliffe-road, and terminating in King Cliffe-road, about 20 yards north-west of the north-west side of Beacon-street.

Work No. 5.—The widening and improving of West-street (Lindley) on the south side thereof, wholly in the said township of Lindley-cum-Quarmby, commencing at a point on the east side of Dearne Fold, about $1\frac{1}{2}$ yards south of its junction with West-street, and terminating in West-street at a point about 29 yards west of the west side of Thornhill-street.

Work No. 6.—The widening and improving of Plover-road on the south side thereof, wholly in the said township of Lindley-cum-Quarmby, commencing at a point about 41 yards east of its junction with New Hey-road, and terminating in Wellington-street at a point about $7\frac{1}{2}$ yards south of the junction of that street with Plover-road.

Work No. 7.—A new street or road in continuation of William-street South, wholly in the township and parish of Huddersfield, commencing by a junction with Union-street, and terminating by a junction with Back Union-street.

Work No. 8.—A new street or road in continuation of Great Northern-street, wholly in the said township and parish of Huddersfield, commencing by a junction with Union-street, opposite the north end of Hawk-street, and terminating by a junction with Back Union-street.

Work No. 9.—The improving of Somerset-road by the removing of so much of the Graybottom Dye Works as projects into the said road, wholly in the township and parish of Almondbury.

Work No. 10.—The widening of St. Thomas's-road at its east end, and on both sides thereof, wholly in the township of Lockwood, in the parish of Almondbury, commencing at the junction of Hope-street with St. Thomas's-road, and terminating on the north side at a point about 7 yards north-east of its junction with Lockwood-road, and on the south side at a point about 4 yards south-west of its junction with the same road.

All necessary approaches, bridges, retaining walls, piers, abutments, embankments, arches, galls, sewers, drains, culverts, conveniences, and works in connection with the foregoing street improvements, and works, or any of them.

13. To authorise the Corporation to deviate in the construction of the several works to be authorised by the said intended Act, both vertically and laterally, to the extent to be defined by the Bill or prescribed by Parliament.

14. To enable the Corporation to purchase or otherwise acquire compulsorily or by agreement, for all or any of the purposes of their existing

Acts and of the Bill, lands (including in that expression where used in this Notice, houses, buildings, easements, and other property), and particularly so to purchase and acquire the following additional lands, buildings, easements, and property, all in the parish of Huddersfield in the West Riding of the county of York, and for the following purposes, namely:—

For Sanitary Purposes.

(a) Certain lands at Bradley, to wit, Bradley Quarry, now disused, and certain land to form an approach thereto, wholly in the township and parish of Huddersfield, bounded on the north by an existing fence from a point 185 yards, or thereabouts, south-west of a point in Lower Quarry-road, near to where an occupation road branches off to land on the east side of the London and North Western Railway to a point 39 yards or thereabouts west of the same point; on the north-east side by a line drawn from the last-named point in a south-easterly direction for a distance of 200 yards or thereabouts, where the same adjoins the Bradley Wood Branch of the London and North Western Railway, distant 43 yards, or thereabouts, measured in a south-westerly direction from the said Lower Quarry-road; on the south-east from the last-named point in a south-westerly direction by the existing fence on the south-east side, for a distance of 242 yards, or thereabouts, to the junction of that fence with another fence, thence from that point by the latter fence in a southerly direction for a distance of 21 yards, thence by a line drawn from the last-named point in a north-westerly direction for a distance of 79 yards or thereabouts to another point, and thence by a line drawn in a south-westerly direction from that point to a point in Bradley-road 12 yards or thereabouts north-west of the north-west boundary-wall of Bradley Schcol; on the south-west by Bradley-road for a distance of 8 yards or thereabouts, measured from the last-named point in a north-westerly direction to another point; and on the west from the last-named point by a line drawn in a north easterly direction for a distance of 290 yards or thereabouts, to a point where an existing fence joins Bradley Quarry, thence in a north-westerly direction by the existing fence to the first-named point.

(b) Certain lands near Weatherhill wholly in the said township of Lindley-cum-Quarmby, bounded on the north-west by an existing fence, from a point in the Weatherhill-road 135 yards or thereabouts south-east of Yew Tree-road, to a point 155 yards or thereabouts north-east of the last-named point, thence by a line drawn from that point and in continuation of the existing fence, to a point distant 123 yards or thereabouts; on the north-east by an existing fence from the last-named point in a south-easterly direction for a distance of 66 yards or thereabouts to another point, and thence by a line drawn from that point and in continuation of the existing fence, to a point distant 25 yards or thereabouts; on the south-east by a line drawn from the last-named point in a south-westerly direction to a point in Weatherhill-road 242 yards or thereabouts south-east of Yew Tree-road; and on the west side by Weatherhill-road.

(c) Certain lands near Waterloo in the said township and parish of Almondbury, bounded on the north-west by land belonging or reputed to belong to the Corporation;

on the north-east by the imaginary centreline of the stream known or called by the name of Round Wood Brook for a distance of 127 yards or thereabouts; on the south-east by land belonging or reputed to belong to Sir John William Ramsden, Baronet; and on the south-west by Penistone-road.

- (d) Certain lands (being in part a quarry now disused) adjoining Delves Quarry, Cowcliffe, wholly in the township of Fixby and parish of Halifax, bounded on the north by an existing fence from a point in Cowcliffe-road 66 yards or thereabouts north of the borough boundary in an easterly direction to a point distant 113 yards or thereabouts where the same joins another fence; on the east by an existing fence from the last-named point in a southerly direction to the borough boundary; on the south from the last-named point in a westerly direction along the borough boundary to Cowcliffe-road; and on the west by Cowcliffe-road.
- (e) Certain lands near Longroyd Bridge, partly in the said township of Lockwood, and partly in the said township of Huddersfield, bounded on the north by the imaginary centre line of the River Colne for a distance of 246 yards or thereabouts, measured in an easterly direction from the north-east corner of the refuse destructor premises belonging or reputed to belong to the Corporation; on the east by the Albert Dyeworks and Barge-street, and the site of its intended continuation; on the south by St. Thomas's-road from the south-west corner of Barge-street to the south-east corner of the said refuse destructor premises; and on the west by the said refuse destructor premises.
- (f) Certain lands, partly in the said township of Lockwood and partly in the said township of Huddersfield, bounded on the north by St. Thomas's-road from Springdale, in an easterly direction for a distance of 310 yards or thereabouts; on the east from the last-named point by an existing fence, in a southerly direction, to a point at the rear of property having its approach from Rascliffe Hill-road; on the south from that point in a westerly direction for a distance of 121 yards or thereabouts by the rear of the said property; and on the south-west by the Springdale Estate.
- (g) Certain lands near Dungeon Mills, wholly in the said township of Lockwood, bounded on the north-east by an existing fence extending from a point in Meltham-road 147 yards or thereabouts south of the road leading to Dungeon Mills, in a south-easterly direction for a distance of 77 yards or thereabouts to a point on the borough boundary near the said Dungeon Mills; on the east from the last-named point in a southerly direction, by the borough boundary for a distance of 224 yards or thereabouts, on the south by a line drawn from the last-named point in a westerly direction to a point in Meltham-road 16 yards or thereabouts north of the cottages known as Lower Dog Hall; and on the west from last-named point by Meltham-road for a distance of 260 yards or thereabouts.
- (h) Certain lands, known as Graybottom Dye Works, wholly in the said township of Almondbury, bounded on the north-east by Somerset-road, from a point 73 yards or thereabouts measured from the north-west wall of Graybottom Dye Works where the same encroaches on that road, in a south-easterly direction to the north-west side of

Benholmley-lane; on the south-east by Benholmley-lane for a distance of 57 yards or thereabouts; and on the south-west from that point in a north-westerly direction for a distance of 78 yards or thereabouts by an occupation road, thence by an existing fence to the point of commencement of the north-east boundary.

- (i) Certain lands near Lockwood Viaduct wholly in the said township of Lockwood, bounded on the north-west by Meltham-road from the existing fence 23 yards, or thereabouts, north-east of Dungeon-cottages in a north-easterly direction for a distance of 310 yards, or thereabouts; on the east by a line drawn from the last-named point in a southerly direction, and parallel to the Lancashire and Yorkshire Railway Viaduct as far as the Head Goit leading from the River Holme to the Lockwood Brewery; on the south-east from the last-named point along the north-west bank of the said Head Goit for a distance of 239 yards, or thereabouts, to a point near the commencement of that goit; and on the south-west by a line drawn from the last-named point in a north-westerly direction to an existing fence, thence by the said existing fence to the point of commencement of the north-west boundary.
- (j) Certain lands near Quarmby Clough Mill, wholly in the said township of Lindley-cum-Quarmby, bounded on the north by the diverted Rocks footpath from a point where the same joins the Quarry-road in Ball Royd Clough, in an easterly direction for a distance of 40 yards, or thereabouts, thence by an existing fence for a further distance of 22 yards, or thereabouts, to a point where it forms a junction with another fence; on the east from the last-named point in a southerly direction by an existing fence for a distance of 130 yards, or thereabouts; on the south by an existing fence from the last-named point in a westerly direction to the said Quarry-road; and on the west by the aforesaid Quarry-road for a distance of 144 yards, or thereabouts, to the point of commencement on the north boundary.
- (k) Certain lands at or near Carr Pit, in the townships of Dalton and Huddersfield, in the parishes of Kirkheaton and Huddersfield, bounded on the north by the River Colne for a distance of 10 yards, or thereabouts, from a point in the centre of the River Colne, and 666 yards north of Somerset Bridge, measured along the centre of the river in an easterly direction, thence by an existing fence for a further distance of 75 yards, or thereabouts; on the east by a line drawn from the last-named point in a southerly direction for a distance of 275 yards, or thereabouts, to a point in the centre of the public footpath leading from Carr Pit-road to Kilner Bank-road, thence by a line drawn from the last-named point, and parallel to the rear of property in Kilner Bank-road, for a distance of 62 yards, or thereabouts, thence from the last-named point in a westerly direction for a distance of 26 yards, or thereabouts, to the existing fence bounding the east side of a new road, thence from that point in a southerly direction for a distance of 114 yards, or thereabouts, by the said fence to another point; on the south from the last-named point in a westerly direction by an existing fence for a distance of 75 yards, or thereabouts, thence by a line drawn in continuation of

the said fence for a distance of 32 yards or thereabouts to a point in continuation of the east side of Silver-street, thence by a line drawn from that point in a westerly direction 4 yards north of, and parallel to, the rear of property in Ivy-street, for a distance of 107 yards or thereabouts to a point on the west side of Carr Pit-road; on the south-west from that point by the existing fence in a northerly direction for a distance of 14 yards or thereabouts, thence in a westerly direction by the existing fence for a distance of 18 yards or thereabouts, thence in a northerly direction by an existing fence for a distance of 50 yards or thereabouts, thence in a westerly direction by an existing fence to the River Colne, and forward in continuation of the said fence to an imaginary point in the centre of the River Colne; on the west by a line drawn from the last-named point in a northerly direction along the imaginary centre of the River Colne for a distance of 457 yards or thereabouts, measured along the said line to a point in the river on the north boundary.

(l) Certain lands near Quaraby Clough Mill, wholly in the said township of Longwood; bounded on the north by Thornhill-road, from a point where the byc-wash from the reservoir at Quaraby Clough Mill crosses that road, in an easterly direction for a distance of 13 yards, or thereabouts, thence from that point by Vicarage-road, for a distance of 16 yards, or thereabouts; on the north-east by Vicarage-road from the last-named point, in a south-easterly direction, for a distance of 170 yards, or thereabouts; on the south-east by an existing fence from the last-named point, in a south-easterly direction, to the public footpath leading from Thornhill to Lower Gate; on the south-west by the said public footpath from the last-named point, for a distance of 102 yards, or thereabouts; on the west by an existing fence from the last-named point, in a north-easterly direction for a distance of 83 yards, or thereabouts, thence by an existing fence, in a north-westerly direction for a distance of 20 yards, or thereabouts, thence by an existing fence in a north-easterly direction for a distance of 21 yards, or thereabouts, thence by an existing fence, in a north-westerly direction to Thornhill-road, thence by Thornhill-road to the point first described in Thornhill-road.

15. To authorise the Corporation to hold certain lands at Mill Hill, in the township of Dalton, acquired by them for a hospital for infectious diseases.

16. 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 of the Bill for the purpose of the said street improvements.

17. To empower the Corporation to under-pin, or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by the intended works.

18. To extend 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, and of lands acquired under other Acts, and not required for the purposes for which they were acquired.

19. 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.

20. To authorise the Corporation upon the terms and conditions attached thereto by the respective donors, or upon such other terms and conditions as the Bill may define or Parliament may prescribe, to accept the gift of and to hold, appropriate and use certain lands in the said township of Lindley-cum-Quaraby, made by Mr. James Nield Sykes, and certain lands in the said townships of Longwood and Lindley-cum-Quaraby, made by Mr. George William Shaw, to and for the purposes of a place of public resort or a recreation ground, and to confirm and if thought fit, to vary any agreement made prior to the passing of the Bill in relation to the said respective lands, and to authorize the Corporation from time to time to accept and hold upon such terms and conditions as they think fit any land which any person may offer them for any purpose in this paragraph mentioned, and to enable any person to the extent of his estate or interest therein to grant, dedicate, convey, or devise any land to the Corporation for such purpose notwithstanding the provisions of any Act to the contrary; and the Bill will or may extend and apply to all or any such beforementioned lands with or without modification the powers and provisions of Sections 205 and 206 of the Huddersfield Improvement Act, 1871, and Section 11 of the Huddersfield Improvement Act, 1880, and will or may empower the Corporation to make and enforce by-laws with respect thereto, and as to payment for admission to the same or any of them, or any part or parts thereof respectively.

21. To extend to the recreation grounds of the Corporation the by-laws, or some of the by-laws, relating to their parks, with such alterations and additions as may be defined in the Bill, and to make and enforce new or additional bye-laws in relation thereto.

22. To confer upon the Corporation all or some of the rights, powers, privileges, duties, and liabilities of overseers, and the power of appointing and revoking the appointment of assistant overseers, and the powers of a vestry under the Poor Rate Assessment Act, 1869, or any Act altering or amending the same, and to constitute the Corporation the rating authority for all purposes within the borough, and to make all such provisions as regards the townships and parts consolidated, and the extra-municipal parts of any of such townships as may be necessary or consequent on the matters aforesaid.

23. To empower the Corporation, with the sanction of the Local Government Board, to purchase by agreement, and the Longwood Gas Company, to transfer and sell to the Corporation the gasworks undertaking, lands, property, rights, powers, and privileges of that Company, and to empower the Corporation, after the completion of such purchase, to supply gas within the statutory limits of that Company, subject to any alterations contained in the Bill, or prescribed by Parliament, and to provide for the discharge of the debts and liabilities, the distribution of the assets, and the winding up and dissolution of that Company.

24. To authorise the Corporation on the

following lands, in the township of Huddersfield, in the parish of Huddersfield, to erect gasworks and works for the manufacture, storage, and distribution of gas, coke, tar, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas, and in the conversion or manufactures of matters producible therefrom, and to manufacture, convert, sell, and dispose of such articles, products, and things.

A piece of land containing an area of 18,980 square yards, or thereabouts, held under lease from Sir J. W. Ramsden, Bart., dated the 31st day of December, 1892, for a term of 999 years at the yearly ground rent of £316 6s. 8d. Having on the northern boundary a measurement in two lines of 277 feet 6 inches and 137 feet. On the south one line of 607 feet long forming one side of Gasworks-street, and one line of 184 feet. On the east a line of 253 feet abutting on St. Andrew's-road; and on the west a line measuring 325 feet on the towing-path of Sir J. W. Ramsden's canal, and 206 feet in the north-westerly direction in two lines. Bounded on the north by the property of Sir J. W. Ramsden, on the south by Gasworks-street, on the east by St. Andrew's-road, partly on the west by Sir J. W. Ramsden's canal, and tenements in lease to George Brier and the Executors of the late Chas. W. Learoyd.

A piece of land situate in Leeds-road, Huddersfield, containing by admeasurement on the east side thereof in two lines 162 feet 6 inches, and 74 feet 6 inches on the west side thereof in three lines 110 feet 6 inches, 74 feet 6 inches, and 14 feet 6 inches, on the north side thereof in four lines 136 feet 8 feet 6 inches, 15 feet, and 74 feet 6 inches, and on the south side thereof 184 feet, and in the whole 3,665 square yards or thereabouts, bounded on the east side thereof partly by ground belonging or reputed to belong to Sir J. W. Ramsden and leased by the Corporation, on the west side thereof, partly by Leeds-road aforesaid, partly by an occupation road and partly by tenements in lease to Tom North Swift, on the north side thereof, partly by the said occupation road, partly by tenements in lease to Tom North Swift, and partly by tenements in lease to Charles William Learoyd and Executors, and on the south side thereof by ground belonging or reputed to belong to the said Sir J. W. Ramsden, and leased by the Corporation.

A piece of land containing an area of 1,376 square yards, or thereabouts, held under a lease from Sir J. W. Ramsden, Bart., dated the 27th day of February, 1889, for a term of 999 years, at a yearly ground rent of £54 8s., having on the north a measurement of 108 feet 9 inches, on the south 76 feet 3 inches, on the east 138 feet 9 inches, on the west 133 feet 6 inches, bounded on the north by the tenements in lease to the Huddersfield Corporation, on the south by an intended new street, on the east by St. Andrew's-road, and on the west by tenements in lease to George Sales Jarman.

25. To provide that notice shall be given to the Corporation before any pipes or fittings used for the conveyance or consumption of gas are covered over, and to empower them to inspect and examine the same, and to compel the removal of such as from their natural construction or workmanship, would be likely to allow of an escape of gas, and

empower the Corporation to prescribe the material, size, and strength of any pipes and fittings so to be used.

26. To alter the position in the gasworks of the Corporation of the testing place prescribed in Section 28 of the Huddersfield Corporation Waterworks and Improvement Act, 1876.

27. To repeal, alter, or amend the provisions now in force in the borough with respect to the erecting, placing, and removing of temporary and moveable buildings, and the pulling down, removing, securing, and fencing of dangerous buildings, and to make further or other provisions with respect thereto, and to empower a Committee of the Council, or the Borough Surveyor, to make and carry into effect orders under such provisions.

28. To prohibit the suspension of electric wires or lines over, across, or along any street in the borough, and to compel the same being placed underground and to make provision for the compulsory removal of those at present existing.

29. To make provision with respect to the erection, security, and maintenance of hoardings (as well existing as future) for advertising purposes, and to prohibit the same except with the consent of the Corporation.

30. To provide for the removal or filling up of cesspools and receptacles for drainage and of ashpits, or of any well, or disused well, objectionable for sanitary reasons.

31. To provide for the conversion of tub-closets and privies into water-closets, and to compel the use of the water carriage system of drainage solely in all new buildings, to enable the Corporation to pay the whole or any portion of the cost of such conversion.

32. To authorise the Corporation to demand and recover charges for the removal of trade and manufacturing refuse from any premises.

33. To make further provision for the prevention of the spread of infectious disease and *inter alia* the inspection of dairies and places without the borough whence milk is supplied, notification by dairymen and others of disease among servants or cows, the furnishing of lists of customers, and sources of milk supply by cowkeepers, milkmen, and others, of customers by laundresses, and others, of pupils by schoolmasters and others, the carrying on of any business, trade, or occupation by infected persons, the spread of infection by books issued from public libraries, control with respect to vendors of ices and the materials used by them; compensation to persons stopping supply of milk at request of Corporation, and the licensing of fried-fish shops.

34. To extend the provisions of Section 422 (Proof of debt in bankruptcy) of the Huddersfield Improvement Act, 1871, to claims and demands of the Corporation against companies—whether corporate or unincorporate.

35. To provide that all fines and penalties recoverable under or by virtue of any local or personal Act relating to the borough should be paid to the Borough Fund.

36. To authorise the Corporation to provide, hire, and pay or to contribute to the payment of and to license bands of music in the parks and recreation grounds, and to provide or contribute to the provision of music, musical instruments, stands, and conveniences therefor, and to make bye-laws and regulations to prescribe, control, and regulate the performances of such bands, and the conduct of the members thereof, and of persons frequenting the said parks and recreation grounds, and the terms of and payments for admission to such performance.

37. To alter any existing tolls, rates, and

charges now authorised to be levied within the borough or any part thereof, and to authorise the Corporation from time to time to make and levy new tolls, rates, and charges general and special 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 tolls, rates, and charges.

38. To authorise the Corporation to lend money to the Huddersfield School Board on the security of the School Fund, and to the Guardians of the Poor of the Huddersfield Union on the security of the Common Fund of the Union, and to the Governing Body of the Huddersfield Technical School respectively, and those respective bodies to borrow from the Corporation.

39. 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, and also for the general purposes of their gas undertaking to apply their corporate funds, and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage, debenture stock of one or more classes and at the same or at varying rates of interest, or annuities, and to charge those moneys upon all or any one or more of the following securities, that is to say:—The borough fund, borough rate, lands, tenements, hereditaments, gas, water, market, and other undertakings and property, and the rates, rents, tolls, and revenues of the Corporation, whether as a municipal corporation, or urban district council, and to make further and other provision with respect to the repayment of any moneys owing by the Corporation, and to alter the present mode of borrowing moneys, and to provide that all stock issued by the Corporation shall be deemed to be one and the same class, and to relieve the Corporation from being affected by any trusts in relation to borrowed moneys.

40. The Bill will or may enable the Corporation to exercise all or any of the powers of the Public Health Acts, with or without modification, and to carry the provisions of the Bill into effect with, under, and subject to the powers and provisions of those Acts and of the Municipal Corporations Acts with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations and to enter into and fulfil agreements and contracts, for all or any of the purposes of the Bill, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

41. The Bill will, so far as may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate all or some of the provisions of, among other local and personal Acts, the following (that is to say): the Huddersfield Improvement Act, 1871, the Huddersfield Waterworks and Improvement Act, 1876; the Huddersfield Improvement Act, 1880; the Huddersfield Corporation Act, 1882; the Huddersfield Tramways and Improvement Act, 1890; the Huddersfield Waterworks Act, 1890; the Borough of Huddersfield Order, 1890, and the Huddersfield Waterworks Tramroad Act, 1894, and any other Acts or Orders relating directly or indirectly to the Corporation, or interfering with any object of the Bill, and the Bill will or may incorporate with itself in extenso or by reference, and with or without alteration, such of the provisions as may be deemed expedient of the foregoing Acts and of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845; the Tramways Act, 1870; the Locomotives Act, 1861; and the Locomotives Act,

1865; the Public Health Acts; the Local Loans Act, 1875; the Local Government Act, 1888; and the Local Government Act, 1894; 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 describing the lines, situation, and levels of the proposed tramways and works, and the lands, houses, and other property in or through which they will be respectively laid or made, and plans showing the lands, houses, and other property which may be compulsorily taken under the powers of the Bill, 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, houses, and other property, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended tramways and works will be respectively laid, or made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence, and 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.

F. C. LLOYD, Town Clerk, Huddersfield.

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

Board of Trade.—Session 1896.

Tenby Pier and Landing Stage.

(Application for Provisional Order for power to construct a Pier, Landing Stage, and other Works at Tenby in the county of Pembroke; Purchase of Land by Agreement; Tolls and Charges; Licences, Bye-Laws, &c.; Powers as to Capital and as to Lease of Undertaking or part thereof; Amendment of Tenby Improvement and Harbour Act, 1838.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order (hereinafter called "the Order") by the Urban Sanitary Authority for the borough of Tenby, acting as the Port and Harbour Authority (hereinafter referred to as "the Corporation"), pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and to confer on the Corporation the following or some of the following powers (that is to say):—

To empower the Corporation to make and maintain the following works, with all proper approaches, landing stages, landing places, sheds, toll houses, toll gates and bars, cranes, hydraulic lifts, buoys, moorings, groynes, breakwater and other works and conveniences in the borough of Tenby and county of Pembroke, viz.:—

A pier, jetty, or landing stage, commencing at a point at or near the public steps to the

sea-shore on the north-east side of the Castle Hill at Tenby, in the parish of St. Mary (In-Liberty) Tenby, in the county of Pembroke, and proceeding thence in a north-easterly direction for 1,000 feet or thereabouts into the sea.

To make, provide and maintain in connection with the pier, jetty and landing-stage, sea walls, groynes, terraces, approaches, toll-houses, toll-gates, turnstiles, cranes, buoys, moorings, mooring posts and other buildings, erections, works and conveniences and appliances.

To erect upon or near to the pier, jetty and landing-stage, saloons, pavilions, waiting, refreshment, reading and other rooms, shops, bazaars, baths and other conveniences, with suitable approaches thereto.

To purchase, take on lease, or otherwise acquire by agreement, lands or hereditaments necessary for the purposes of the intended pier, jetty, and landing-stage, approaches, works, and buildings, and the approaches thereto.

To demand, take, and recover tolls, rates, rents, dues, and charges upon or in respect of the use of the pier, jetty, landing-stage, and works, from steam and other vessels using the same, and from passengers and luggage, goods and merchandise landed or embarked at or from the same, and persons using the pier as a promenade or for purposes of recreation; and from time to time to alter the tolls, rates, rents, dues, and charges, and to confer, vary, or extinguish exemptions therefrom, and to confer, vary, or extinguish other rights or privileges.

To hold refreshment licenses and to make bye-laws, rules, and regulations for the management, use, and protection of the pier, jetty, landing-stage, and works and property, and the control and regulation of vessels, persons, goods, and vehicles using the same, and the conduct of the officers and servants, and to impose penalties for the breach of any such bye-laws, rules, and regulations.

To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment of so much of the sea beach and foreshore, and the land adjoining thereto, as may be occupied by, or be necessary for, the pier jetty landing-stage and works and the approaches thereto.

To authorise the Corporation to apply to and for all or any of the purposes of the intended Order their funds, rates, and revenues; and to raise money by creation and issue of Corporation stock, or otherwise, and to grant charges, or annuities, or other annual sums; and to borrow further moneys on mortgages, bonds, or debentures, or debenture stock redeemable or irredeemable; and to charge all or any lands and property of the Corporation, and also the General District Fund and General District Rate of the Corporation, and the existing rates and dues received by them as the Harbour Authority from the present harbour and works, and the revenue thereof or any or either of them, and all other the estates, rates, revenues, and property of the Corporation, or any or either of them, or any part or parts thereof respectively with and as security for all or any part of such Corporation stock, charges, annuities, or annual sums of money or money to be borrowed on mortgage bonds or debentures or debenture stock, and if need be to amend or enlarge section 73 of the Tenby Harbour and Improvement Act, 1838, respecting the borrowing powers of the Corporation.

To alter and if need be to revise or abolish the tolls, rates, and duties leviable under the Tenby Improvement and Harbour Act, 1838, and

to empower the Corporation to levy other tolls, rates, rents, duties, and charges, in lieu of or in addition to the same, also to levy tolls, rates, rents, duties, and charges upon or in respect of the use of the proposed pier, jetty, and landing stage, and the works and conveniences to be authorised by the proposed Order. And from time to time to vary or extinguish exemptions from the payment of such tolls, rates, rents, duties, and charges, and to let on lease or otherwise, any such tolls, rates, rents, duties, and charges.

To confer on the Corporation any rights, powers, and privileges necessary or proper for enabling them to carry the said Order into execution, to vary or extinguish all rights, powers, and privileges inconsistent with, or which would in any manner interfere with the execution of the said Order, and to confer other rights, powers, and privileges.

To authorise the Corporation to deepen, dredge, scour, dig, excavate or otherwise deal with any portion of the foreshore and bed of the sea adjacent to the proposed pier, jetty and landing-stage so far as may be necessary for the construction or maintenance thereof, and to remove any rock, sand, mud or other material.

To empower the Corporation to lease or let the whole or any part of the proposed pier, jetty and landing-stage pavilions, concert rooms, or other rooms and buildings, or the tolls, rates, rents and duties to be levied or paid in respect thereof, and to authorise any company or other parties to take the same on lease.

To incorporate with the order the provisions or some of the provisions of the Harbours Docks and Piers Clauses Act, 1847, the Lands Clauses Act (so far as they relate to the purchase of land by agreement), and to confer upon the Corporation the powers and facilities contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and such other powers and provisions as may be deemed expedient.

And notice is hereby further given that on or before the 30th day of November instant, plans and sections of the proposed pier, jetty, landing stage and works, and a copy of this notice, as published in the London Gazette, will be deposited at the Board of Trade, Whitehall, London, and with the clerk of the peace for the county of Pembroke, at his office at Haverford-west, and at the Custom House at Tenby.

Printed copies of the draft Provisional Order will, on or before the 23rd day of December next, be deposited at the office of the Board of Trade aforesaid, and also at the Custom House at Tenby, and on and after that date printed copies thereof will be furnished by the town clerk and agents for the Corporation at their offices as undermentioned, to all persons applying for the same, at the price of one shilling each.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Harbour Department, Board of Trade, Whitehall-gardens, London, on or before the 15th day of January, 1896, and a copy of such objection must at the same time be sent to the undersigned.

Dated this 15th day of November, 1895.

C. W. R. STOKES, Tenby, Town Clerk.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Great Northern Railway.

(New Railways at Pleasley, Shirebrook, Upper Langwith, Warsop, Sutton-in-Ashfield, and Skegby; Abandonment of Railways and Portion of Railway authorised by Company's Act of 1892; Diversion of Footpaths at Crouch End and New Footpath at Sutton-in-Ashfield; Diversion of Footpath and Occupation Road, and Abolition of Level Crossing at Bramley; Stopping-up of Roads, Abolition of Level Crossings, and Construction of New Road at Doncaster; Abolition of Footpath Level Crossing at Alverthorpe; Additional Lands at Wood-green, Hadley Wood, Smallford, Knebworth, Hitchin, Daybrook, West Hallam, Pleasley, Retford, Bradford, and Lowmoor; Extension of Time for Execution of Works at Keighley; Extension of Time for Compulsory Purchase of Lands at Hornsey; Purchase of Lands Compulsorily or by Agreement; Powers to Company to Levy Tolls, &c.; Exemption from Section 92 of Lands Clauses Consolidation Act; Power to Great Eastern Railway Company to Lease the Ramsey Railway to the Company; Maintenance of New Diverted or Substituted Roads and Footpaths; Provision for Preventing Trespass on Railways of, or Leased to, or Worked by the Company solely or jointly with other Companies; Appropriation of Lands of Company for Labouring Class Dwellings; Agreements between the Company and the Lancashire, Derbyshire, and East Coast Railway Company for Mutual Running Powers; Extension of Time for Sale of Superfluous Lands: Transfer to the Great Northern and Great Eastern Joint Committee of the Undertaking of the Ramsey and Somersham Junction Railway Company and Winding up and Dissolution of that Company; Application of Capital; Incorporation, Repeal, and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof, by the Great Northern Railway Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To enable the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them or such parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, and to stop up or divert all such roads, level crossings, and 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):—

Leen Valley Extension Railways:—

A railway (No. 1), commencing in the township and parish of Pleasley, in Derbyshire, by a junction with Railway No. 1 of the extensions of Leen Valley Railway, authorised by the Great Northern Railway Act, 1892, and now in course of construction, at a point on the centre line of that railway as shown on the plan deposited with the Clerk of the Peace for the county of Derby, with respect to the said Act, about 45 yards measured along the said centre line in a north-easterly direction from the centre of Forge-lane, and terminating in the township and parish of Warsop, in Nottinghamshire, by a junction with Railway No. 9,

authorised by the Lancashire, Derbyshire, and East Coast Railway Act, 1891, at a point on the said authorised railway, about 150 yards measured along the centre line of the said railway in a north-westerly direction from the point where it crosses over the Mansfield and Worksop Branch of the Midland Railway.

The railway (No. 1) will pass from, in, through, or into the townships and parishes of Pleasley, Shirebrook, and Upper Langwith, in Derbyshire, and Warsop, in Nottinghamshire.

Branch to Sutton Colliery:—

A railway (No. 2), wholly in Nottinghamshire, commencing in the township and parish of Sutton-in-Ashfield by a junction with the said Railway No. 1 of the extensions of the Leen Valley Railway, at a point on the centre line of that railway, about 84 yards measured in a northerly direction along the said centre line from the centre of Priest-sick-lane, and terminating in the township and parish of Skegby, in the field numbered 374 on the Ordnance map to the scale of $\frac{1}{2500}$ of that parish, at a point about 23 yards south-east of Rooley-lane measured from a point on the eastern boundary of the said lane, about 100 yards south-west of the most northerly corner of the said field.

A railway (No. 3), wholly in Nottinghamshire, commencing in the said township and parish of Sutton-in-Ashfield by a junction with the intended Railway No. 2, in the field numbered 10 on the Ordnance map to the scale of $\frac{1}{2500}$ of that parish, at a point at or near the north-eastern boundary of the said field, and about 23 yards north-west of the most easterly corner thereof, and terminating in the said township and parish of Skegby, in the allotment gardens numbered 370 on the said Ordnance map of that parish, at a point at or near the northern boundary of the said gardens and about 35 yards from the north-western corner thereof.

Branch to Shirebrook Colliery:—

A railway (No. 4), wholly in the said township and parish of Pleasley, commencing by a junction with the intended Railway No. 1, in a field numbered 153 on the $\frac{1}{2500}$ Ordnance map of that parish, near to the southern boundary, and about 103 yards west of the most easterly corner thereof, and terminating in a field numbered 371 on the aforesaid $\frac{1}{2500}$ Ordnance map about 125 yards north of the south-westerly corner thereof.

To empower the Company to abandon the following portions of the extension of the Leen Valley Railway authorised by the Great Northern Railway Act, 1892:—

The portion of Railway No. 1, between the termination thereof and the point hereinbefore described as the commencement of the intended Railway No. 1, and the whole of the railways numbered 2, 3, 4, 9, 10, and 11, authorised by the said Act of 1892.

To release the Company from all penalties and all other liabilities and obligations under which they now are with reference to the railways or portion of railway to be so abandoned.

To enable the Company to construct the following works, or some of them, and to exercise the following powers, or some of them (that is to say):—

Diversion of footpath at Crouch-end:—

To enable the Company, partly in the parish

of St. Mary, Islington, in the county of London, and partly in the parish of St. Mary, Hornsey, in the county of Middlesex, to divert the public footpath that crosses over the Edgware, Highgate, and London Railway of the Company by a bridge about 20 yards east of the eastern end of the down platform at Crouch-end Station, commencing in the said parish of St. Mary, Hornsey, on the southern side of the said railway in the said footpath, at a point about 20 yards measured along the footpath in a south-westerly direction from the southern end of the said footbridge, and terminating in the said parish of St. Mary, Hornsey, on the northern side of the said branch railway by two junctions with the public footpath known as Vicarage-path, at or near the point where the said path is crossed by the boundary of the said parish, and at a point about 55 yards measured in a westerly direction along the said Vicarage-path from the said point where the said path is so crossed as aforesaid.

And the Bill will authorise the Company to stop up so much of the existing public footpaths as lie between the said Vicarage-path and the point described as the commencement of the proposed diversion, and will vest the site and soil thereof in the Company.

New footpath at Sutton-in-Ashfield:—

To enable the Company in the said township and parish of Sutton-in-Ashfield to construct a new footpath commencing in Station-road, at a point about 187 yards south-east of the junction of High-pavement with Station-road, and terminating at the point where the existing path crosses the brook or stream forming the northern boundary of the field numbered 278 on the $\frac{1}{2500}$ Ordnance map of the said parish.

And the Bill will authorise the Company to stop up the said existing footpath between the last-mentioned point and a point in Station-road nearly opposite High-pavement.

New road, stopping-up of roads, and abolition of level crossings at Doncaster:—

To enable the Company in the township of Balby-with-Hexthorpe, in the parish of Doncaster, in the West Riding of Yorkshire, to construct a new road commencing in and out of the public road known as Balby Carr-bank, at a point about 180 yards south-east of the south-eastern corner of the Company's wagon repairing shops at Decoy-crossing, and terminating in the public road known as Decoy-bank at a point about 240 yards from the south-eastern termination of the said Decoy-bank.

And the Bill will authorise the Company in the said township of Balby-with-Hexthorpe to stop up the two roads leading from the said Balby Carr-bank to the said Decoy-bank, and crossing the railway of the Company on the level at Decoy-crossing and at a point about 450 yards north-west of Decoy-crossing respectively, and to abolish the said level crossings, and to extinguish all rights of way in and over the said two roads and in and over the said two level crossings. And the Bill will vest the site and soil of the said two roads to be stopped up, and of the said two level crossings in the Company.

Abolition of footpath level crossing at Alverthorpe:—

To enable the Company to abolish in the township of Alverthorpe, in the parish of Wakefield, in the said West Riding, the crossing of their Ossett Branch Railway by the footpath leading from a point in Willow-lane near the western end thereof to Alverthorpe, and the Bill will extinguish all rights of way in and over the said level crossing.

Diversion of footpath and occupation road and abolition of level crossing at Bramley:—

To enable the Company in the township of Bramley, in the parish and county borough of Leeds, in the said West Riding, to divert the public footpath and occupation road leading from Elder-road to Duck Cote, and crossing on the level the Leeds, Bradford, and Halifax Railway of the Company, about 75 yards east of the eastern end of the Victoria Mill, such diversion to commence at the point where the said footpath joins the Elder-road, and to terminate in the said footpath at a point about 109 yards south of the centre of the said level crossing. And the Bill will authorise the Company to abolish the said level crossing, and will vest the site and soil thereof in the Company.

To empower the Company to purchase lands (in which term wheresoever used in this Notice, houses, buildings, and other hereditaments are included), compulsorily or by agreement for the purpose of the said railways and works, and for any of the other purposes of the Bill, and the Bill will extinguish all rights over, and will empower the Company to stop up and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the said works, or as 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 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 and appropriate the site and soil of so much of the street, highway, or footway as is co-terminous with the lands or houses so acquired, and all rights of way in or over the same shall be thenceforth extinguished.

To enable the Company to acquire by compulsion or agreement, in addition to the other lands and property which they will by the intended Bill be authorised to acquire, the lands and other property hereinafter described, or some of them, or some part or parts thereof, and to retain and hold such lands as have already been purchased by or on behalf of the Company, and shown on the deposited plans hereinafter mentioned (that is to say):—

Additional lands at Wood-green:—

Certain lands in the parish of Wood-green, in the county of Middlesex, adjoining the up line of the Enfield branch of the Company on the eastern side thereof, bounded on the east by property of or reputed to belong to the Great Eastern Railway Company, and on the south, west, and north-west by the property of or reputed to belong to the Company.

Additional lands at Hadley Wood :—

Certain lands in the parish of South Mimms, in the county of Middlesex, bounded on the north by Bentley Heath-road, otherwise Wagon-road, on the south-east by the boundary between the parishes of South Mimms and Enfield, on the east by the gardens of the cottages of the Company, and on the west by property belonging or reputed to belong to the Right Honourable the Earl of Strafford.

Additional lands at Smallford :—

A strip of land in the parish of St. Peter Rural, in Hertfordshire, adjoining the Hatfield and St. Alban's Branch Railway of the Company on the southern side thereof, and extending from a point about 225 yards east of the mile-post denoting 4 miles from Hatfield to a point about 275 yards west of the said mile-post.

Additional lands at Knebworth :—

A strip of land about 8 yards wide in the parish of Knebworth, in Hertfordshire, adjoining the main line of the Company on the west side thereof, and extending from a point on the western boundary of the property of the Company about 14 yards north of the northern end of the Company's booking office at Knebworth Station for a distance of about 280 yards, measured in a northerly direction along the said boundary.

Certain other lands in the said parish of Knebworth, also adjoining the said main line on the west side thereof, and extending from a point on the said western boundary about 333 yards north of the arched bridge at the northern end of Knebworth Station, carrying the public road to Deard's End over the said main line for a distance of about 460 yards, measured in a northerly direction along the said boundary.

Certain other lands in the said parish of Knebworth, also adjoining the said main line on the west side thereof, and extending from the bridge carrying the said main line over the road leading from Knebworth to Broadwater to a point on the said western boundary about 137 yards south of the bridge carrying the public road from Knebworth to Stevenage over the said main line.

Additional lands at Hitchin :—

A strip of land about 22 yards wide in the parish of St. Ippollitts, in Hertfordshire, adjoining the main line of the Company on the south-western side thereof, and extending from a point on the south-western boundary of the Company's property about 365 yards south of the mile-post denoting 31 miles from London to a point on the said boundary about 100 yards north of the said mile-post.

Additional lands at Daybrook :—

A strip of land about 6 yards wide in the township and parish of Arnold, in Nottinghamshire, adjoining the Derbyshire and Staffordshire Railway of the Company on the northern side thereof, and extending westwards from the western end of Daybrook Station yard to the boundary between the parishes of Arnold and Basford.

Another strip of land about 22 yards wide in the said township and parish of Arnold, adjoining the said Derbyshire and Staffordshire Railway on the southern side thereof, and extending from the public road at the east end of Daybrook Station

leading from Mansfield to Nottingham to the boundary between the parishes of Arnold and Basford.

Additional lands at West Hallam :—

A strip of land in the township and parish of Dale Abbey, in Derbyshire, adjoining the Derbyshire and Staffordshire Railway of the Company on the northern side thereof, at West Hallam Station, and extending eastwards from the public road known as Canmer-lane, to the boundary between the parishes of Dale Abbey and West Hallam.

Additional lands at Pleasley :—

A triangular piece of land in the township and parish of Pleasley, in Derbyshire, being the north-western corner of the churchyard of St. Michael's Church in that parish.

Additional lands at Retford :—

Certain lands in the parish of Ordsall, in Nottinghamshire, now or lately belonging, or reputed to belong, to the Master and Governor and Brethren of the Hospital of the Holy and Undivided Trinity, in West Retford, adjoining the property of the Company on the north-eastern side thereof, and lying east of the cottages of the Company on the north-east side of Retford Station.

Additional lands at Bradford :—

Certain lands in the township and parish of Bradford, in the county borough of Bradford, in the said West Riding, bounded on the north and east by property of or reputed to belong to the Company, on the south by Back-lane, and on the west partly by Clark-street and partly by Hester-street.

Additional lands at Lowmoor :—

Certain lands in the township of North Bierley, in the parish of Bradford, in the said West Riding, bounded on the east by the Bierley Iron Works, on the south by Furnace-road, and on the north and west by property of or reputed to belong to the Company.

To extend the time for the completion of the railway at Keighley, being Railway (No. 11), authorised by the Great Northern Railway Act, 1891.

To extend the time limited by the Great Northern Railway Act, 1893, for the compulsory purchase of the following lands in the said parish of St. Mary, Hornsey (that is to say) :—

Lands lying between the eastern boundary of the property belonging or reputed to belong to the Company, and a line parallel to and about 20 yards west of the west side of Clarendon-road.

To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th Section of the Railways Clauses Consolidation Act, 1845; and to authorise the Company in connection with, and for the purposes of, all or any of the said railways and other works, to make such alterations in the levels of the roads, streets, or ways of communicating with the roads, streets, or ways intended to be made, diverted, or altered under the powers of the Bill, as may be necessary in executing the said railways and other 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 railways and other 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.

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

To authorise the Company to apply the rates and charges comprised in Scale II of the Rates and Charges (Great Northern Railway) Order Confirmation Act, 1891, to the said intended Railways Nos. 1, 2, 3, and 4.

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.

The Bill will or may provide that every diverted or substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to maintain and repair the roads and footpaths for which they are respectively substituted, and that every new road shall be maintained and repaired by the same bodies or persons who are liable to maintain and repair the other streets, roads, footpaths, or highways in the parishes, townships, or places within which such new road or footpath will be situate, or as to all such new diverted or substituted roads or footpaths by such other bodies or persons as the Bill may define or Parliament prescribe, and it will or may also provide that as respects the said intended railways the Company shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road which shall be carried over the said intended railways or any of them, by a bridge or bridges, or the immediate approaches thereto, the levels of which said road or roads or approaches shall not be permanently altered so as to increase the gradient of any part thereof.

To empower the Company, on the one hand, and any county, municipal, urban, district, or parish council, or any municipal, highway, or local authority, and any company or person or persons, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works, and the cost thereof and incidental thereto, the construction, maintenance, and repair of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose of 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.

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.

To empower the Company and the Lancashire, Derbyshire, and East Coast Railway Company to enter into and fulfil agreements with respect to the running over and use by either of the

said Companies of portions of the undertaking of the other of them for all or any specific traffic and as to the terms and conditions of such use, and to confirm or give effect to any such agreement which may be made or entered into during the progress of the said Bill.

To enable the Company as to lands acquired by them alone and the Company and any other Company as to lands acquired or held by them jointly, under any Act relating to the undertaking of the Company or of such other company or companies, to retain and hold for a term or terms to be prescribed by the Bill such of those respective lands as are not yet used or applied by them respectively.

To enable the Great Eastern Railway Company to grant to the Company, and the Company to accept, a new lease of the undertaking of the Ramsey Railway Company in consideration of such payments, for such period, and generally upon such terms and conditions as may have been or as during the progress of the Bill may be agreed upon between the said two Companies, and the Bill will or may confirm any such agreement with or without alteration.

To transfer to and vest in, or to provide for the transfer to and the vesting in the Great Northern and Great Eastern Joint Committee (hereinafter referred to as "the Joint Committee") the undertaking, lands, and property of the Ramsey and Somersham Junction 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 Joint Committee, 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 Joint Committee to exercise and enjoy the powers, rights, and privileges of the Ramsey and Somersham Junction 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 its ultimate dissolution, and the Bill will or may make applicable, with or without alteration, the provisions of the Great Northern and Great Eastern Railway Companies Act, 1879, relative to the said Joint Committee, and any agreements made for the purposes of or in relation to that Act, and particularly an agreement between the said two Companies bearing date the 11th day of August, 1879.

To enable the Company to make more effectual provision for the prevention of and punishment for trespass upon the railways, now or hereafter belonging or leased to or worked by the Company, solely or in conjunction with any other company or companies, and to enable the Company to make, enforce, and rescind bye-laws with reference to the matters aforesaid, and to impose and provide for the recovery of penalties for breach of any such bye-laws or of the provisions of the Bill.

The Bill will authorise the Company to apply to all or any of the purposes of the Bill, any capital or funds now belonging to the Company,

or hereafter to belong to hem, or under the control of their directors respectively, and the Bill will or may confer powers of a like nature on the Great Eastern Railway Company with respect to such of the matters aforesaid as affect that Company.

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself certain of the provisions of the Companies Clauses Acts, 1845, 1863, 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railway Clauses Act, 1863; and it will or may repeal, alter, and enlarge the powers and provisions of the Great Northern Railway Act, 1846, and any other Act or Acts relating to the Company or their undertaking; the Great Eastern Railway Act, 1862, and any other Act or Acts relating to the Great Eastern Railway Company or their undertaking; the Great Northern and Great Eastern Railway Companies' Act, 1879, and any other Act or Acts relating to the said two companies jointly or to the said Joint Committee; the Ramsey and Somersham Junction Railway Act, 1875, the Ramsey and Somersham Junction Railway Act, 1878, and the Ramsey and Somersham Junction Railway Act, 1881, and any other Acts relating directly or indirectly to the Ramsey and Somersham Junction Railway Company and their undertaking; the Ramsey Railway Act, 1861, and any other Act relating directly or indirectly to the Ramsey Railway Company, or their successors the Great Eastern Railway Company; the Lancashire, Derbyshire and East Coast Railway Act, 1891, and any other Act relating directly or indirectly to the Lancashire, Derbyshire, and East Coast Railway Company, and their undertaking, or of any other Act or Acts which would interfere with its objects.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railways, and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans, showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map with the lines of railway 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 regards the works to be executed, and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective Clerks of the Peace thereof, at their respective offices, also hereinafter mentioned, that is to say:—

For the county of Derby at Derby, for the county of Nottingham at Nottingham, for the county of London at the Sessions House, Clerkenwell-green, for the county of Middlesex at Broad-sanctuary, Westminster, for the county of Hertford at St. Alban's, and for the West Riding of the county of York 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, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, at his resi-

dence; 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 is no Clerk of such Council then with the Chairman of that Council, at his residence; excepting that, with regard to the parish of St. Mary, Islington, the deposit for such parish will be made with the Vestry Clerk thereof, at the Vestry Hall, Upper-street, Islington.

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

Dated this 15th day of November, 1895.

WILLIAM BARRS, King's Cross Station,
London; and 29, Abingdon-street,
Westminster, Solicitor.

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

In Parliament.—Session 1895.

Blackpool Improvement.

(Alteration of North Shore Works; Breaking-up Roads; Repealing Portions of Blackpool Improvement Act, 1893, relating to the Blackpool Land, Building, and Hotel Company, Limited; Defining Private Improvement Expenses in said Act; Power to Corporation to work Tramways and take Tolls therefor; Borrowing Powers; Rates; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Blackpool, in the county of Lancaster (hereinafter called "the Corporation"), being also the Urban District Council for the said borough, intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To alter the form according to which the embankment, sea-wall, hulking, or other defence against the sea, being Work No. 2 of the North Shore Works described in Section 8 of the Blackpool Improvement Act, 1893, is by that Act authorised to be constructed, and to authorise the Corporation to construct the same in two slopes of varying inclination, with a footway between the bottom of the upper and the top of the lower slope, instead of constructing the same in one continuous slope, as shown on the cross sections of the said authorised work deposited with the Clerk of the Peace for the county of Lancaster, in the month of November, 1891, for the purposes of the Bill for the said Act; and also to alter, in the said township, the line and level of the Work No. 1 of the said North Shore Works, authorised by the said Act, and shown on the plans and sections deposited with the said Clerk of the Peace in the said month for the said purposes. The said alterations will be made in the township of Blackpool, in the parish of Bispham in the said county (and as to the said Work No. 2 partly on the foreshore or bed of the sea), and will commence at the northern termination of the existing carriage drive at the western end of Cocker-street, and will terminate about 170 feet, measured in a south-westerly direction from the south-westerly corner of "The Gynn Inn," and the Bill will provide that the said altered works shall for all purposes be substituted for the said authorised

works, and that the Corporation may exercise for the construction of the intended works, and in relation thereto, all or any of the powers conferred on them for the construction of the said authorised works, and in relation thereto, subject to any modifications the Bill may define or Parliament prescribe.

2. To enable the Corporation to make all necessary approaches, bridges, retaining walls, piers, abutments, embankments, groynes, piling, footways, slades, approaches, arches, goits, sewers, drains, culverts, conveniences, and works in connection with the intended works.

3. To authorise the Corporation to deviate in the construction of the said works both vertically and laterally, to the extent to be defined by the Bill or prescribed by Parliament.

4. To stop up and break up, divert, and interfere with, either permanently or temporarily, and to cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, tramways, 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.

5. To repeal Sub-sections 1 and 3 of Section 13, and Section 15, and Sub-section (a) of Section 113 of the Blackpool Improvement Act, 1893, and so much of Sub-section 5 of Section 27 of that Act as relates to the Blackpool Land, Building, and Hotel Company, Limited, and also the words "except in Claremont Park as defined in this Act" in Section 57 of that Act, and the portion of Section 23 of that Act, commencing with the words "and the Corporation shall forthwith," and terminating with the end of such section.

6. To provide that Section 166 of the Blackpool Improvement Act, 1893, shall be read and construed as if the following words were enacted at the end thereof (that is to say):—"And in construing those sections for the purposes of the Order of 1884 the expression 'this Act' where used in those sections shall mean the Order of 1884."

7. To define private improvement expenses for the purposes of the Blackpool Improvement Act, 1893.

8. To authorise the Corporation from time to time to make and levy new tolls, rates, and charges 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 tolls, rates, and charges.

9. To empower the Corporation to place or run carriages on, and to work and to demand and take tolls in respect of any tramways for the time being belonging to them, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences as may be requisite or expedient for the convenient working or user of the said tramways, and to sell, exchange, or dispose of such of the before-mentioned articles and things as from time to time may no longer be required, and for the purposes aforesaid to vary or repeal the provisions of the Tramways Act, 1870, and Section 45 of the Blackpool Improvement Act, 1893, and Section 12 of the Blackpool Corporation Tramways Order, 1893.

10. 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, and also for the purposes of the Acts and Orders relating to the Corporation or the borough, and hereinafter specified, or some or one of them, to apply their corporate funds, and any moneys

which they are already authorised to borrow, and to borrow further moneys by mortgage, debenture stock of one or more classes, and at the same or at varying rates of interest, or annuities, and to charge those moneys upon all or any one or more of the following securities that is to say:—The borough fund, borough rate, district fund and general district rate, lands, tenements, hereditaments, gas, market, tramways, electric light, and other undertakings and property, and the rates, rents, tolls, and revenues of the Corporation, whether as a municipal corporation, or urban district council, and to make provision with respect to the repayment of any moneys owing by the Corporation.

11. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect with, under, and subject to the powers and provisions of the Public Health Acts and of the Municipal Corporations Acts and other Acts (public and local) affecting municipal corporations and urban district councils with such modifications as may be contained in the Bill, and to make and enforce by-laws and regulations and to enter into and fulfil agreements and contracts, for all or any of the purposes of the Bill, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

12. The Bill will vary, amend and extend, or repeal, alter, and consolidate all or some of the provisions of, among other Acts, the following (that is to say):—The Blackpool Improvement Acts passed in the years 1853, 1865, and 1879, and any Provisional Orders altering and amending the same, the Blackpool Corporation Tramways Order, 1884, the Blackpool Electric Lighting Order, 1890, the Blackpool Improvement Act, 1893, the Blackpool Corporation Tramways Order, 1893, the Local Government Act, 1868 (No. 6), and the Layton-with-Warbreck Provisional Order thereby confirmed, the Blackpool Order, 1894, the Blackpool Order (No. 2), 1894, and the several Acts confirming those Orders so far as they relate thereto, and any other Acts or Orders relating directly or indirectly to the Corporation or the borough, or interfering with any objects of the Bill, and the Bill will or may incorporate with itself in extenso or by reference, and with or without alteration, such of the provisions as may be deemed expedient of the foregoing Acts and Orders, and of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845; the Tramways Act, 1870; the Locomotives Act, 1861; and the Locomotives Act, 1865; the Public Health Acts; the Local Loans Act, 1875; the Local Government Act, 1888; and the Local Government Act, 1894; 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 describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a Book of Reference to the 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 Lancaster, at his office, at Preston, and with the parish clerk of Bispham, 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.

T. LORROS, Town Clerk, Blackpool.

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

In Parliament.—Session 1896.

Portsmouth Street Tramways Company.

(Power to work tramways of Portsmouth Street Tramways Company and other Companies in and adjoining Portsmouth by mechanical power; Breaking up streets, roads, &c.; Agreements with, and powers to, Corporation of Portsmouth and other authorities with respect thereto; Agreements with Corporation of Portsmouth with respect to purchase and user of Company's tramways, and supply of electrical energy; 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; 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 Portsmouth 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 authorised by the borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Act, 1883 (hereinafter called "the Fratton Tramways"), 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 aforesaid 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 water-courses, 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.

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 or of the Provincial Tramways Company, now used as Tramway Depôts by the Company:—

- (a) The Depôt known as No. 40, Broad-street, Portsmouth
- (b) The Depôt situate on the south side of Broad-street, Portsmouth, and opposite to No. 40, Broad-street, Portsmouth, aforesaid;
- (c) The Depôt, Gladys Avenue, North End, Portsmouth.

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

To empower the Company on the one hand, and the Mayor, Aldermen, and burgesses of the borough of Portsmouth (hereinafter called "the Corporation"), and the respective other bodies having the control or management of any streets or roads along which any of the aforesaid tramways 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 the said tramways, the laying down or erection and maintenance of any cables, mains, apparatus, or other works, and the exercise of any powers hereinbefore specified.

To authorise the Company on the one hand, and the Corporation and any other Local Authority on the other hand, to enter into and carry into effect agreements with respect to the purchase by the Corporation, or such other Local Authority of any of the tramways, or portions of the tramways for the time being belonging to, or worked by 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, or such other Local Authority.

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 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 Local Authority of any district adjoining the borough of Portsmouth, 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 the aforesaid tramways 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 by the Bill be 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 and any other authority, body, or person, or any of them, touching any of the aforesaid matters.

The intended Act will alter and amend, so far as may be necessary, the Portsmouth Street Tramways (Amalgamation) Act, 1883, and any other Act or Acts or Orders under the Tramways Act, 1870, relating to the Company or their undertaking, and the Portsmouth 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 20th day of November, 1895.

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

Board of Trade—Session 1896.

Electric Lighting Acts, 1882 and 1888.

County of London (South). Electric Lighting. (Power to the County of London and Brush Provincial Electric Lighting Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy, and Power within the District of the St. Saviour's District Board of Works, the Parish of St. Mary, Newington, the Parish of St. Mary, Lambeth, the Parish of St. Giles, Camberwell, and the Parish of St. Mary, Battersea, all in the County of London; to Construct Works, to Lay Down Wires and other Apparatus, and to Break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the County of London and Brush Provincial Electric Lighting Company, Limited, of Moorgate-court, Moorgate-place, in the city of London (hereinafter called "the Company"); to the Board of Trade on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to

produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the district of the St. Saviour's District Board of Works, the parish of St. Mary, Newington, the parish of St. Mary, Lambeth, and the parish of St. Giles, Camberwell, and the parish of St. Mary, Battersea, all in the county of London (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, 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 lay down, set up, maintain, renew or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, 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 Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company, 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 fulfil agreements as to the supply 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, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets, and other places and things, and all, or any, of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been, or may be, made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise,

or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down in the following streets within a period of two years after the commencement of the Order:—

In the district of the St. Saviour's District Board of Works, Borough High-street. In the parish of St. Mary, Newington, Blackman-street, Newington Causeway, Newington Butts, Walworth-road, Kennington Park-road. In the parish of St. Mary, Lambeth, Westminster-bridge-road, Lambeth Palace-road, Albert Embankment, High-street, west side of Kennington Park-road, Brixton-road, Brixton-rise, Brixton-hill, Clapham-road, Denmark-hill, Herne-hill, Clapham-rise. In the parish of St. Giles, Camberwell, Camberwell-green, Camberwell-road, Old Kent-road, so much of Rye-lane as is to the north of Copeland-road, Peckham-road, Denmark-hill, Albany-road, High-street, Peckham, Church-street, and Queen's-road. In the parish of St. Mary, Battersea, St. John's-hill, Lavender-hill, Battersea-rise, Queen's-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:—

In the district of the St. Saviour's District Board of Works, King's Head Inn-yard, White Hart Inn-yard, Three Cranes-court, George Inn-yard, Tabard Inn-yard, Queen's Head-yard, Spur Inn-yard, Nag's Head Inn-yard.

In the parish of St. Mary, Newington, Arch-street, Alpha-square, Angel-place, Arcot-place, Brune-place, Black Prince-court, Beckford-place, 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, Canterbury-mews, Penton-place, Margaret's-place, New-street-mews, Namur-terrace, Parel-place, Pitney-place, Woodman's-place, Wesley-place.

In the parish of St. Mary, Lambeth, Howley-place, Railway-approach, Brixton, Stirling-road, Esher-road continuation, Clarendon-road continuation, Holmdene-avenue, Hollingbourne-avenue, St. Cloud-road, Auckland-hill, Beechdale-road, Rita-road, Strathleven-road part, Mandrell-road, Manleverer-road, Comrie-road, Bedford-grove, Ladas-road, Linton-grove continuation, Sunray-avenue, Croxted-road, Harpenden-road, Ullswater-road, Ulverstone-road, roads on Holmewood Estate, Carson-road continuation, roads on St. John's Lodge Estate, Ardville-road, Elmwood-road, Beckwith-road, Ardbeg-road, Thurlby-road, Kingsmead-road, Northstead-road, Kendora-road, Fawnbrake-avenue continuation, Poplar-walk, Dalton-street, Royal-circus.

In the parish of St. Giles, Camberwell,

Absolom-place, Albany-mews, Alleyn-crescent, Allen's-court, Allison-grove, Anns-place, Arlington-grove, Arthur-mews, Aulay-street, The Avenue (High-street, Peckham), Back-road, Brunswick-square, Back-alley, Peckham-rye, Balchier-road, Barnes-buildings, Wyndham-road, Bachelor's Hall-place, Beauval-road, Bexley-place, Bianca-road, Blackbridge-street, Bland-avenue, Bonar-road, Boytons-row, Boxall-row, Branch-buildings (Commercial-road), Brief-street, Bronte-place, Brown's-terrace, Bull-yard, Burbage-road, Calais-street, Colton-road, Camden-square, Cambrook-street, Canning-place, Canal-grove, Canal-row, Canonbie-road, Carpenter's-place, Castle-square, Castle-street (Camberwell-road), Champion-hill, Clarendon-avenue, Clifton-square, Cobden-street, College-road, Colyton-road, Cooper's-mews, Copeland-avenue, Court-lane, Cox's-walk, Cormon-road, cross-road from Alleyn-road to Croxted-road, Dewar-street, Dog Kennel-hill (or lane), Dominic-street, Dray-court, or Draycott-place, Dunstan's-road, Eastdene-street, Ebenezer-cottages, Ebenezer-place, Edwin's-row, Elland-road, Fountain-road, Frensham-street, The Gardens (Peckham Rye), Garden-street, Garden-road, The Glebe, Glengall-mews, Goodyear-place, Green-lane, The Grove (College-road), Grove-crescent, Grove-cottages, Grove-lane-mews, Hall-road, Hanlon's-place, Harder's-road-mews, Harsey's-place, Hereford-retreat, Herne-grove, Hichisson-road, Howestall-road, Holmby-street, Honor Oak-rise, Hyndman-place, Howlett's-road, Ildersley-grove, James-cottages, Joiners' Arms-yard, Kitchener's-alley, Landsdowne-place, Latona-road, Leyton-square, Little Marlborough-place, Lloyd's-yard, Lycott-grove, Mansion House-square, Mansion-street, Marmora-road, Mary Ann-place, May-place, Maydwell-street, Mayors-buildings, Melon-place, Artichoke-row-mews, Milo-road, Millais-street, Moody's-cottages, Mount Adon-park, Netherby-road, New James-street, road leading from Ormside-street to Canterbury-road, Ormond-place, Paddock-place, Park-row, Paradise-place, Paradise-yard, Pera-road, Puto-place, Placquet-road, Pleasant-place, Princes-yard, Providence-place, Ranger-road, Regent-place, Reservoir-road (or Rock Hills), Retreat (Queen's-road), Rosemary-terrace, Roslyn-avenue, Rye-road, Royal Oak-place, Sartor-road, 20-feet way out of St. Aidan's-road, Scarsdale-grove, Scylla-road, Scutari-road, Sidmouth-grove, Sidmouth-place, Simpson's-alley (Half Moon-lane), Simpson's-alley to Herne-hill, Snake's-lane, Solomon's-passage, Somerton-road, South-grove, Stamboul-road, Stradella-road, Stuart-road, Sunray-avenue, Surrey-road, Therapia-road, Thornhill-square, Tiger-yard, Townley-road, Trafalgar-square, Triangle, Champion-hill, Troy-town, Turney-road, Union-road, Verney-road (including Proctor-street), Victoria-place (Cornwall-road), Victory-place, Waterloo-cottages, Waterloo-square, Waveney-avenue, Westfield-gardens, Westwood-park, Whorlton-road, Wilby-road, William's-road, Winterbrook-road, Woodward-road, Wren-road.

In the parish of Battersea:—Brewery-cottages, Brighton-terrace, Cringle-street, Emu-road, Gambetta-street, Kirtling-street,

Nine Elms-lane, Tennyson-street, Cupar-road, Game's-cottages, Juer-street, Warri-ner-mews, Buckston-street, Edmond's-place, Garden-cottages, Goslin-yard, Starch Factory-road, Altenburg-gardens, Ballingdon-road, Belmore-road, Bromwood-road, Devereux-road, Enkestones-road, Gayville-road, Kyrle-road, Longbeach-road, Majorie-grove, Mysore-road, Northcote-road, Old Park-avenue, Pyrmont-road, Ramsden-road, St. Peter's-place, Taybridge-road, Thirsk-road, Thurleigh-road, Upper Tooting-park, Waldeck-road, Winifred-grove.

The river which the Company propose to take powers to pass or cross over or under is as follows:—

The River Thames.

The tramways which the Company propose to take power to break-up, pass, or cross over or under, are as follows:—

The London, Deptford, and Greenwich Tramways. The London Tramways. The London Southern Tramways. The South London Tramways.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the South London Mail, The Terrace, Camberwell, S.E.; at the office of Sydney Morse, of 4, Fenchurch-avenue, in the City of London, Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, 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 of January, 1896. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 14th day of November, 1895.

SYDNEY MORSE, 4, Fenchurch-avenue, E.C., Solicitor for the above-named County of London and Brush Provincial Electric Lighting Company, Limited.

In Parliament—Session 1896.

Huddersfield Waterworks.

(Line of Pipes from Deer Hill Reservoir to Shepley; Service Tank and Pipe Line in Shepley; Acquisition of Lands and Easements Compulsorily and by Agreement; Additional Lands; Lands by Agreement for Protection of Water Supply; Breaking-up Roads; Supply of Water in Bulk; Extension of Time for Completion of Blakeley Reservoir; Borrowing Money; Agreements; Amendment and Incorporation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the County Borough of Huddersfield (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 to make and maintain, wholly in the West Riding of the County of York, the following works or some of them, or some part or parts thereof respectively (that is to say):—

(a) A line of pipes (No. 1) commencing

in the existing outlet basin of the Deer Hill Reservoir, in the township of Lingards, in the parish of Almondbury, and terminating in the township of Shepley, in the parish of Kirkburton, in the intended service tank next hereinafter described, which said line of pipes will be made or pass from, through, in, or into the several parishes and townships following, or some of them, namely, Almondbury, Lingards, Meltham, Netherthong, Wooldale, Holmfirth, New Mill, Thurstonland, Fulstone, Shepley, and Kirkburton.

(b) A service tank to be wholly situate in the said township of Shepley, in the parish of Kirkburton, on lands (abutting on the south-east and south-west sides upon the boundary line of the township of Fulstone, in the said parish of Kirkburton), the property of or reputed to belong to William Noble, and in the occupation of Alexander Mear, and numbered 631, 632, and 633 respectively on the 1860 Ordnance map of Shepley.

(c) A line of pipes (No. 2) to be partly situate in the said township of Shepley and partly in the said township of Fulstone, commencing in the lastly described service tank and terminating in the said township of Shepley in the public highway called Abbey-lane, opposite the Stag's Head Inn, in the village of Shepley.

2. To enable the Corporation from time to time to construct and maintain all such aqueducts, culverts, drains, sluices, byewashes, filter beds, tanks, banks, walls, and approaches as may be necessary or convenient in connection with the before-mentioned works or any of them.

3. To enable the Corporation to deviate from the lines and levels of the proposed works to any extent defined by the Bill or prescribed by Parliament.

4. To empower the Corporation to purchase or acquire by compulsion or agreement, or to take on lease any lands (including in the word "lands," where used in this Notice, houses and buildings), and any rights or easements in, on, over, or connected therewith which they may require for the purposes of the proposed works, or other purposes of the intended Act or their undertaking. And the Bill will or may enable the Corporation to acquire compulsorily easements or wayleaves in, through, under, or over lands in lieu of so acquiring those lands.

5. To enable the Corporation to purchase and hold compulsorily or by agreement, in addition to the lands required for the before-mentioned works, the following lands in the said West Riding, or some of those lands, or some part or parts thereof respectively (that is to say):—

Certain lands situate at Cockley-hill, in the township and parish of Kirkheaton, situate at Cockley-hill, and numbered 275 upon the 1860 Ordnance map of Kirkheaton, and belonging or reputed to belong to Henry Frederick Beaumont, and in the occupation of Joseph Mallinson.

Also certain lands situate in the township of Golcar, in the parish of Huddersfield, at Upper Fields, and numbered 604, 605, and 606 upon the 1860 Ordnance map of Golcar, and belonging or reputed to belong to, and in the occupation of, Joseph Shaw.

Also certain lands in the said township of Golcar and parish of Huddersfield, at Windy End, and numbered 18 on the said Ordnance map of Golcar, and belonging or

reputed to belong to Elizabeth Beaumont, and occupied by Charles Rothery.

Also certain lands in the township of Longwood, in the parish of Huddersfield, numbered 88, 89, 90, 131, 132, 133, 134, 149, and 150 on the Ordnance map of Longwood, and belonging or reputed to belong to Sir Joseph Percival Pickford Radcliffe, Baronet, and in the respective occupations of Benjamin Lumb, Fred Lumb, and Kerenhappuch Dawson.

6. To empower the Corporation to acquire by agreement, or take on lease, and to hold free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands any lands they may consider it necessary or expedient to acquire or lease for the protecting from contamination, fouling, or discolouration of any waters over which they have for the time being any power of user, or in which they are for the time being interested, and any waters which may unite with or flow into such waters, and to empower the Corporation to sell or lease any such lands, subject to any provisions or restrictions as to the user thereof, and to make applicable to such acquisition and leasing the provisions of the Settled Estates Act, 1877, and the Settled Land Act, 1882 to 1889, or some or one of those Acts, or the provisions of the Lands Clauses Acts.

7. To empower the Corporation to stop up, alter, divert, or interfere with, temporarily or permanently, all highways, roads, paths, passages, railways, canals, brooks, streams, springs, bridges, sewers, mains, pipes, electric and telephonic apparatus and all other works which it may be convenient so to stop up, alter, divert, or interfere with in the execution or for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any lands, highways, brooks, streams, springs, bridges, sewers, mains, pipes, electric and telephonic apparatus or all other works which would or might in any manner interfere with the construction, maintenance, enjoyment, or use of the said intended works or any of them, or impede or interfere with any of the objects or purposes of the intended Act, 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 any lands shown on those plans as intended to be taken compulsorily and which shall be so taken, and to vest in the Corporation, and to empower them to appropriate to their own use all such roads and footpaths, and to confer other rights and privileges.

8. 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, or of the existing Acts of the Corporation with respect to superfluous lands, and to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

9. To enable the Corporation to make compensation to any parties injuriously affected by the exercise of the powers conferred by the Bill or prescribed by Parliament, either in money or water, as the circumstances of the case may require.

10. To empower the Corporation, and any other corporation, or any county, urban district, rural district, or parish council, and any public authority or body, and any company and person in or having jurisdiction within any township

or parish in or through which the said works will be made or pass, to enter into and fulfil contracts and agreements for or in relation to the supply of water in bulk by the Corporation to such other corporation and to such council, authority, body, company, and person, and the execution of the works, and the acquisition of the lands requisite for the purpose of such supply, and to enable the contracting parties respectively for the purposes aforesaid, or any of them, to apply their funds, rates, and revenues, and any moneys they are authorised to raise, and which are not required for the purposes for which they were authorised, and to borrow further moneys, and to levy rates and charges, and to confirm, with or without alteration, any such contract or agreements which may have been already or which during the progress of the Bill may be made, and the Bill will or may authorise the Corporation for the purposes aforesaid to exercise the powers of the Waterworks Clauses Act, 1847, with respect to the breaking up of streets for the purpose of laying pipes.

11. To extend the time limited by the Huddersfield Corporation Act, 1882, for the completion of the Blakeley Reservoir.

12. To authorise the Corporation, for the purposes of the Bill, to apply their existing funds, rates, and revenues, and any moneys they are still authorised to raise, and to enlarge their existing borrowing powers, and to enable them to raise additional moneys on mortgage, or by the creation and issue of Corporation stock (at varying rates of interest, and redeemable at different periods), on the security of all or any of their funds, rates, and revenues, and to extend the period fixed by Section 40 of the Huddersfield Waterworks Act, 1890, for the payment of interest on money borrowed for the purposes of that Act, and to provide for the repayment of borrowed moneys, and to levy new and additional rates, and to vary existing rates, and to confer, vary, and extinguish exemptions therefrom.

13. The Bill will confer on the Corporation, and the said other corporations, councils, authorities, bodies, and companies, all such powers as may be necessary or expedient for any of the purposes of the Bill, or as may be incidental thereto, and will, so far as is necessary or expedient therefor, alter, amend, and repeal the provisions, or some of the provisions, of the following local Acts, namely:—

The Huddersfield Waterworks Act, 1869, the Huddersfield Waterworks Act, 1871, the Huddersfield Waterworks and Improvement Act, 1876, the Huddersfield Improvement Act, 1880, the Huddersfield Corporation Act, 1882, the Huddersfield Tramways and Improvement Act, 1890, and the Huddersfield Waterworks Act, 1890, and every other Act relating directly or indirectly to the Corporation, and will incorporate with itself either by reference or in extenso, and with or without modification, such of the provisions, as may be deemed expedient, of the said Acts, and of the Railways Clauses Consolidation Act, 1845, and the Waterworks Clauses Acts, 1847 and 1863.

Duplicate plans and sections showing the lines, situation, and levels of the said works respectively, and the lands, houses, and other property in or through which they will be made, and also plans showing the lands and other property which may be compulsorily 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 other property, and a copy of this Notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence, 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.

F. C. LLOYD, Town Clerk, Huddersfield.
J. YSON and Co., 24, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1896.

(Birmingham, North Warwickshire, and
Stratford-upon-Avon Railway.

Provisions as to the Improvement, Working, and Maintenance of the Railways of the East and West Junction and the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Companies, and Laying Down of Additional Rails thereon; Power to enter into Working and other Agreements, and Confirmation of same; Provisions as to Joint Working and Management; Appointment and Incorporation of Joint Committee, their Powers and Duties; Appointment of Standing Arbitrator and Auditors; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session by the Birmingham, North Warwickshire, and Stratford-upon-Avon Railway Company (hereinafter referred to as "the Company") for an Act for the following purposes, or some of them, that is to say:—

To empower the Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the East and West Junction Railway Company, the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, and the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company, and any one or more of those Companies, and any committee of one or more of those Companies formed for the purpose of working, managing, or maintaining the railways of any one or more of such Companies, on such terms and under such conditions as may be agreed upon between them, or any two or more of them, or as may be provided for by the intended Act, to repair, alter, improve, widen, equip, and maintain the Evesham, Redditch, and Stratford-upon-Avon Junction Railway, the East and West Junction Railway, and the Stratford-upon-Avon, Towcester, and Midland Junction Railway, or any or either of

them, and the stations and works on or connected with the said railways, and, if thought fit, to lay down additional rails on one or all of those railways, and to fit and adapt the same to the traffic to pass thereover, and to do all necessary works in that behalf, and to apply their respective funds and revenues to such purposes, or any of them.

To make provision for the payment of the expenses incurred by the Company or any of the said Companies in such repair, alteration, improvement, equipment, and maintenance, or other works by the Companies owning the said railways respectively, with such priorities of interest on the sums expended by the Company or any of the said Companies as may be agreed or may be defined by the intended Act, and, if thought fit, to require those Companies respectively to execute and maintain the works necessary for the purposes aforesaid, and to define the rights of user and other rights of the Company and the Companies owning the said railways respectively, in the said railways when so altered, improved, and equipped as aforesaid, and the terms and conditions, pecuniary and otherwise, on which the Company and the said Companies, or any or either of them, shall have the right to use the said railways, and to provide for the maintenance thereof, and to authorise agreements between the Company and the said Companies respectively, or any one or more of them, for the carrying out of the purposes aforesaid, or any of them, and to confirm and give effect to any such agreements, including any agreements already entered into or which, before the passing of the intended Act, may be entered into between the Company and the said Companies or any one or more of them.

To authorise agreements between the Company, the Manchester, Sheffield, and Lincolnshire, the Midland, the East and West Junction, the Evesham, Redditch, and Stratford-upon-Avon Junction, and the Stratford-upon-Avon, Towcester, and Midland Junction Railway Companies, or some of such Companies (hereinafter referred to as "the Companies"), for the purpose of forming a through traffic union for the working and regulating through traffic, and for the management and working for the purposes of through traffic of the respective undertakings of the Companies, or some of them, including all railways, stations, bridges, and other works, conveniences, and means of conveyance of every description belonging to or leased, or worked, wholly or partially, by the Companies respectively, and also all rights, easements, powers, and privileges which the Companies respectively enjoy, or are entitled to exercise over or with respect to the undertakings of other Companies (the word "undertakings" in this notice being used as including all such railways, works, powers, rights, privileges, and matters aforesaid).

To constitute for such purpose or nominate in the intended Act a joint committee, consisting of directors of any of the Companies, or otherwise, as may be prescribed by the intended Act, and to regulate their continuance in office, qualification, removal, election, and remuneration, and, if need be, to dissolve any joint committee now existing under which any of the railways of the Companies are worked, managed, or maintained.

To incorporate the joint committee to enable them to sue, and to be sued, and to regulate their powers, duties, and liabilities, and also to

make provisions as to legal proceedings by and against such joint committee.

To vest in the joint committee the powers, authorities, rights, and privileges, duties, and obligations which the Companies respectively, and their respective directors, or any committee of such directors, now have or may exercise, or are subject to, of working, managing, and using the undertaking of the Companies respectively, so far as the same may be necessary for the purposes of working such through traffic as aforesaid, and of appointing and removing officers, servants, and workmen for the purposes thereof, and of fixing, collecting, levying, and enforcing payment of rates, rents, tolls, fares, and charges, and of hiring and providing plant and rolling stock, and generally for carrying on the undertakings of the Companies as one united system of through railway communication, as may be defined in the intended Act or authorised by Parliament.

To vest in the joint committee, so far as may be necessary for the purposes aforesaid, all such powers of running or working over and using, or jointly managing railways, or portions of railways, stations, and works, of or partly belonging to other Companies, and of carrying traffic thereon and of requiring facilities for traffic and otherwise, as any of the Companies possess or are entitled to claim, exercise, or enjoy.

To regulate the division by the joint committee of the net receipts between the respective Companies in such priorities and in such proportions as may have been or may be agreed on, or as may be authorised by the intended Act, and to provide for the payment into separate accounts of so much of the net receipts due to each Company as may be required to pay the interest on debentures or debenture stock, and if the Companies respectively think fit the interest also on the preference shares and stocks on the capitals of those Companies respectively.

To provide for the appointment of a standing arbitrator and the rotation of an audit committee and auditors, and to regulate their respective powers, duties, and remuneration.

To empower the Company to raise further capital for all or any of the purposes of the intended Act and for any other purpose of or connected with any railway of the Company or otherwise for the general purposes of the Company, by the creation of new shares or stock with or without a guaranteed or preferential dividend or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company, and to enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or any funds of the Company interest or dividends on any shares or stock of the Company.

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

The intended Act will incorporate, amend, or alter, or re-enact, with such alterations as may be thought expedient, all or some of the provisions of 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, and any other Acts amending the same, and will alter, amend, vary, extend, en-

large, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the intended Act, that is to say:—The Birmingham, North Warwickshire, and Stratford-upon-Avon Railway Act, 1894, and any other Act or Acts relating to the Company; 9 and 10 Vic., cap. 268, and any Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company; the East and West Junction Railway Act, 1864, and any other Act or Acts relating to the East and West Junction Railway Company; the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Act, 1873, and any other Act or Acts relating to the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company; and 42 and 43 Vic., cap. 223, and any other Act or Acts relating to the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company.

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 at the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1895.

FORSYTH and BETINSON, 63, Temple-row, Birmingham, Solicitors for the intended Act.

TETLEY and HOSKINS, 16, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Bideford, Westward Ho! and Appledore Railway.

(Incorporation of Company; Power to raise Capital; Construction of Railway from Bideford to Appledore; Compulsory Purchase of Lands; Powers as to Hotels, Livery Stables, Omnibuses, and Vehicles; Tolls, Rates, and Charges; Incorporation and Amendment of Acts, and other Purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for 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 described situate wholly in the county of Devon or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, signals, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):

Railway or Tramway No. 1 commencing in the parish and borough of Bideford, in the centre of the street running alongside of and parallel with the quay at Bideford aforesaid, at a point 12 yards or thereabouts measured in a northerly direction from an imaginary line extended from the westernmost end of the bridge known as Bideford Bridge, and in a line with the northern parapet of that bridge to the centre of the roadway of such street, and terminating in the said parish and borough of Bideford, at a point 5 yards or thereabouts, measured in an easterly direction from the north-east corner, and in line of the north face of the building known as the Municipal Technical School at Bideford.

Railway No. 2, commencing at the point of termination of the said Railway or Tramway

No. 1, and terminating in the parish of Northam, in the county of Devon, at a point 79 yards or thereabouts measured in a northerly direction along the west side of the roadway leading from Nelson-terrace to the Pebblersidge at Westward Ho, in the said parish of Northam, from an imaginary line drawn from the north-west corner and in line with the north front of the said Nelson-terrace.

Railway No. 3, commencing at the point of termination of Railway No. 2, and terminating in the said parish of Northam at a point 20 yards or thereabouts from the north-west corner of the National School at Appledore, measured in a westerly direction in line with the north face of the said school-house, which said several railway or tramway and railways will be made or pass from, in, through, or into, or be situate within the parishes, townships, and other places following, or some or one of them (that is to say):—

Bideford, Northam, and Abbotsham, all in the county of Devon.

To empower the Company to work the said intended Railway or Tramway No. 1 by animal power, and by electricity, steam, pneumatic, gas, oil, or any mechanical power, and partly by one such power and partly by another such power. In the case of electricity, such power is intended to be applied by means of the rails of the said railway or tramway and of conductors placed under, on, or above the surface of the streets, in connection with a generating station or generating stations, or to be carried with the carriages; in the case of steam, such power is intended to be carried with the carriages or applied by means of locomotives or of cables, wires, or ropes placed under the surface of the streets and in connection with a stationary engine or stationary engines; and in the case of pneumatic, gas, and oil, or other mechanical power, the power is intended to be carried with the carriages or applied by means of locomotives.

To authorise the construction and maintenance of the Railway or Tramway No. 1 hereinbefore described as a tramway, and of the Railways Nos. 2 and 3, or any parts thereof, as a light railway, and on a gauge of 3 feet, and so far as may be necessary to exempt the Company and the said railways from the Act 9 and 10 Vic., cap. 57, entitled "An Act for Regulating the Gauge of Railways," and to amend or repeal that Act.

To authorise the Company to deviate laterally from the lines of the intended railway 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 authorise the Company to cross, open, break up, stop up, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, roads, streets, alleys, courts, squares, highways, footpaths, places, railways, tramways, rivers, canals, streams, watercourses, mill leats, bridges, wharves, quays, landing places, market places, sewers, culverts, drains, pipes, telegraphs, telephones, pneumatic tubes, or other works and conveniences and appliances within or adjoining the aforesaid parishes, townships, extra-parochial and other places aforesaid, or any of them, as may be necessary in constructing, working, or maintaining the intended works, and permanently to appropriate and use the same, and the site, subsoil, and undersurface thereof for the purposes of the said intended works, and also to provide for the stopping up and discon-

tinuance, and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company of all roads and footpaths situate and lying within the limits of the lands purchased or acquired by them under the powers of the Bill.

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 of the Company, and which houses, bridges, and buildings the Company do not require to purchase for the purposes of their undertaking.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments, and to acquire easements over lands for the purpose of or in connection with the intended railways and works or any of them, and to vary, surrender, or extinguish all terms, rights, and privileges in any manner connected with the lands, houses, tenements, or hereditaments so purchased or taken or any of them, or any easements or appurtenances thereto belonging.

To empower the Company on the one hand and the London and South Western Railway Company on the other hand from time to time to make, enter into, and carry into effect and rescind contracts, agreements, and arrangements with respect to the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the Contracting Companies or either of them, and to confirm any agreement or agreements made between the London and South Western Railway Company and the Company, or any person or persons on behalf of the Company, for the purpose of effecting any of the objects aforesaid.

To authorise the Company on the one hand and the Corporation of Bideford, the Urban District Council of Northam, or any local or other authority on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, and maintenance of the intended works, or any of them, and conveniences connected therewith, and the acquisition and appropriation of land and property, and any incidental matters, and to confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and if thought expedient, to insert in the intended Act provisions for the protection of the said Corporation, Urban District Council, or any local or other authority as aforesaid.

To authorise the Corporation of Bideford, the Urban District Council of Northam, or either of them to guarantee interest or dividends on some part of the Company's capital, and to subscribe for, take, and hold shares or stock in the capital of the Company, and for such purposes to apply their respective funds, and in the case of the Corporation and the Urban District Council respectively to raise further moneys on the security of their Corporation property, borough fund, and general district or other rates, and to vary and levy such rates as may be required.

To authorise the Company to construct one or more of the said railways or tramway as a separate undertaking or separate undertakings, and to divide their capital and appropriate the same to one or more of such undertakings to the exclusion of the other or others thereof.

The Bill will authorise trustees and owners of settled estates and others to contribute towards the cost of the railways and works of the Company, and empower owners, trustees, tenants

for life, and other persons under any disability whose estate or any part thereof may be benefitted by or any part of whose lands may be required for the railways and works of the Company to subscribe for and take and hold shares in the capital of the Company, and to charge their respective estates with the amount so contributed or subscribed.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works.

To enable the Company or the Directors of the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, or any Act of Parliament, out of moneys to be raised by the Company under the powers of the Bill, to pay during the construction of the intended railways and works, interest or dividends up to such day as may be prescribed by the Bill, to the shareholders of the Company, on the sums which have been or may be from time to time paid up on the shares allotted to or held by them respectively.

To authorise the Company for all or any purposes of the Bill and for the general purposes of their undertaking, to raise moneys by the creation of shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing on mortgage, and by the creation of debenture stock, and to make such other provisions with respect to all or any of the matters aforesaid as may be incidental thereto, or as may be necessary or expedient, or as may be described in and by the Bill.

To authorise the Company to sell, demise, and lease any lands, superfluous or otherwise, for the time being belonging to the Company, for such periods, and upon such terms (pecuniary or otherwise) and conditions as the Company think fit, 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 authorise the Company to purchase or lease and hold any hotel or hotels, and all conveniences and appurtenances in connection therewith, and to erect on any lands, superfluous or otherwise, for the time being belonging to the Company, any such hotel or hotels, and all conveniences and appurtenances connected therewith, and to apply capital to the purposes of such hotel or hotels, and to carry on, either by themselves or their agents, the business of hotel proprietors, and to apply for, acquire, and hold, either in their own names or in the name or names of any agent or agents all such licenses and other authorities as may be necessary and are usually required for the purposes of the business of an hotel proprietor and innkeeper, and to let or demise any such hotel or hotels, and to carry on in connection with their undertaking the business of proprietors of omnibuses, carriages, and other vehicles and livery stable keepers, and to enter into contracts and arrangements with proprietors of omnibuses, carriages, and other vehicles and livery stable keepers, or any of them, for the purchase and acquisition of their property, plant, and effects, or otherwise, for working in connection with the Company and their undertaking.

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

To incorporate in the Act all or some of the provisions of the following Acts of Parliament, namely: 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 all Acts extending, altering, or amending those Acts so far as may be requisite or desirable for any of the purposes of the Bill.

And notice is hereby also given that on or before the 30th day of November inst., plans and sections of the railway or tramway and railways and works proposed to be authorised by the Bill showing the situation and levels thereof with a book of reference to such plans, an Ordnance map with the lines of the intended railway or tramway and 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 Devon, at his office at the Castle at Exeter, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railway and works or any part thereof are or is intended to be made, or lands 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 any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto, at his residence, and in the event of there being no Parish Clerk in any of the said parishes, then such last mentioned deposits will be made in any and every such last mentioned parish with the person for the time being exercising the duties of 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 the 14th day of November, 1895.

DOE and LAWMAN, Torrington, Solicitors for the Bill.

TAHOUDINS and HITCHCOCK, 20, Victoria-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

Merthyr Tydfil Electric Lighting.

(Electric Lighting in the Urban District of Merthyr Tydfil, in the County of Glamorgan; Production and Supply of Electricity; Acquisition of Lands; Arrangements with Local Authorities; Transfer of Powers; Construction of Works; Breaking up and other interference with Streets; Levying of Rates and Charges; and other purposes.)

NOTICE is hereby given that application will be made by J. C. Howell, Limited, whose registered office is at No. 24, Queen Victoria-street, in the City of London, and who are hereinafter called the Company, to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for the following purposes, or some of them (that is to say):—

1. To authorize the Company to produce, store, supply, and sell electricity and other like agency (all in this notice called electricity) for public and private purposes as defined by the Electric Lighting Acts, 1882 and 1888, within such portion of the area under the jurisdiction of the Merthyr Tydfil Urban District Council as lies within a circle drawn from the site of the new

public offices of the Merthyr-Tydfil Urban District-Council as a centre of one half mile radius.

2. To authorize the Company to acquire, construct, use, sell, let and otherwise dispose of machinery, plant and apparatus for the production, storage, regulation, measurement, distribution and supply of electricity; and also to acquire, construct, maintain and enlarge, and to discontinue, sell, or otherwise dispose of such land, buildings, machinery, appliances and other property as shall be required for the purpose of containing, manufacturing and working the machinery, plant and apparatus to be so used for the production, storage, regulation, measurement, distribution and supply of electricity.

3. To authorize the Company to place and lay down, maintain and alter, and renew electric lines, mains and other works in, under and along all public and private streets, roads and other places within the area of supply, and particularly the following streets and places not repairable by a local authority, namely, Tramroad-side North, Great Western Railway approach, Great Western Railway foot passenger approach, Tramroad-side South—all within the proposed area of supply.

4. To authorize the Company to open and break up, for the purposes of the said Order, the soil and pavement of all public streets, and thoroughfares within the area of supply, together with the private streets and thoroughfares before set out, and to take up, relay, divert, or alter sewers, drains, mains, and all pipes therein, telegraphic, telephonic and electric wires, posts and pipes, pneumatic tubes and apparatus within the said area, and to do all such other works as may be necessary to carry into effect the objects of the said Order.

5. The following are the names of the streets within which the Company propose to lay electric lines within a specified period:—High-street from its junction with Pont Morlais-road West and Penydaren-road East, to St. Tydfil Church.

6. To authorize the Company to transfer all or some of the powers or obligations created by the Order, to another or other company or companies, person or persons.

7. To authorize the Company and any local authority, body, company or person, to make and carry into effect, agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

8. To authorize the Company to levy, make and recover rates, rents, and charges in respect of electricity supplied by them, and in respect of the sale and hire of machinery, plant, apparatus, and instruments, and to confer, vary, and alter exemptions from the payment of such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

9. To authorize the Company, their officers, servants, and workmen to enter upon lands, buildings, or other premises, and to examine any machinery, plant, apparatus, or instruments supplied by the Company, or used in connection with their lines of works, and to execute such works, and to do such things as shall be necessary for the regulation or prevention of such use, misuse, or waste, and to impose and recover penalties for the tampering or fraudulently interfering with any such machines, and things aforesaid.

10. To confer upon the Company all the powers and privileges, exemptions, and rights given, or proposed to be given, to undertakers by the Electric Lighting Acts, 1882 and 1888, and to authorize and enable them to exercise and

enjoy the same throughout the said area of supply.

On or before the 21st day of December next, printed copies of the draft Provisional Order will be deposited at the Office of the Board of Trade as aforesaid, and on and after that day copies may be obtained at the office of Gwilym Custor James, Solicitor, 52, High-street, Merthyr Tydfil, in the county of Glamorgan aforesaid, and at the offices of the undersigned, on payment of one shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of one shilling or of such other sum as the Board of Trade may direct.

Every local or other public authority, company, or person, desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1896; and they must, within the same time, deliver copies of any clauses or amendments they desire to have inserted in the Order, to the Board of Trade, and to the undersigned Solicitors for the Order, to whom also there must be sent at the same time copies of the objections and representations.

Dated this 21st day of November, 1895.

DEACON, GIBSON and MEDCALF, 9, Great St. Helen's, London, E.C., Solicitors for the Order.

Board of Trade—Session 1896.

Electric Lighting Acts, 1882 and 1888: Allerton, Woolton, Childwall, and Garston Electric Lighting.

(Power to the Liverpool District Lighting Company, Limited, to produce, supply, and store electricity for lighting and other purposes; to break up public and private streets and other places in the respective districts of the Urban District Councils for Allerton, Little Woolton, Much Woolton, Childwall, and Garston, in the county of Lancaster; and to erect, lay down, provide, and maintain wires and other apparatus and works; acquire lands and other rights, and supply lamps, meters, and fittings; Powers to the local authorities and others; and agreements with them; Power to demand and recover rents and charges, &c.; and to make regulations as to fittings, &c.; Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made by the Liverpool District Lighting Company, Limited, of No. 9, Cook-street, in the city of Liverpool (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes:—

To authorise and empower the Company to supply and store electricity as defined by the said Acts, for all or some of the public and and private purposes as defined by the said Acts, within the area hereinafter mentioned, or some part thereof, and for those purposes to enter upon, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, canals, towing-paths, bridges, culverts, sewers, gas, and water, and water power, mains, and pipes, and telegraph and telephone tubes, pipes, wires, and posts, 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 Company to supply, produce, store, convey, transmit, or distribute electricity for the several private or public purposes aforesaid, within the said area, and all other works, to carry into effect the objects of the proposed Undertaking.

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

To enable the Company on the one hand, and any Local Authority, on the other hand, to enter into and carry into effect agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and public places, as aforesaid.

To incorporate with the Provisional Order and extend and apply to the proposed undertaking and works and to the Company, as undertakers of the same, all or some of the provisions of the "Electric Lighting Acts, 1882 and 1888," and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply hereinafter mentioned that by the "Electric Lighting Acts, 1882 and 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 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 Company 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 area of supply within which it is proposed that the provisions of the said Provisional Order shall be in force and have effect is the whole area included in the respective districts of the Urban District Councils for Allerton, Little Woolton, Much Woolton, Childwall, and Garston.

The streets in which it is proposed that electric lines should be laid down within a specified time, are the streets following (that is to say): Woodlands-road, Elmswood-road, Sudley-road, Beaconsfield-road, Woolton Hill-road, and Acrefield-road.

The Company also propose to take powers to break up the railways within the area of supply owned by the London and North-Western Railway Company, and the Cheshire Lines Committee respectively.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same, at the office of Messrs. Field, Roscoe, and Co., No. 36, Lincoln's-inn-fields, London; at the offices of the Company, No. 9, Cook-street, in the city of Liverpool, in the county of Lancaster; at the premises of Mr. Thomas Richards, 48, St. Mary's-road, Garston, of Mr. Thomas Driver, 14, Woolton-street, Much Woolton, of Mrs. Louisa Hillston, the Post Office, Gateacre Brow, Little Woolton, of Mr. William Meadows, Clerk and Sexton,

Childwall, and of Mr. George Battarbee, Clerk and Sexton, All Hallows, Allerton, all in the county of Lancaster.

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 objections must also be forwarded to the undersigned Solicitors for the Order.

Dated this 18th day of November, 1895.

AYRTON, RADCLIFFE, and WRIGHT, 9, Cook-street, Liverpool, Solicitors.

In Parliament.—Session 1896.

Sheffield Corporation Tramways.

(Power to Corporation to work and use Tramways; Power to work Tramways by Electricity or other power; Power to Levy Tolls, Rates, and Charges in respect of Tramways; Borrowing of Money: Power to Agree with Sheffield Tramways Company as to purchase of plant, etc.; Amendment and Repeal of Acts, etc.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Mayor, Aldermen, and Citizens of the City of Sheffield (hereinafter called "the Corporation"), for an Act for all or some of the following purposes, that is to say:—

To repeal the provisions of Section 47 of the Sheffield Tramways Act, 1872, and to empower the Corporation at the expiration of the existing lease of the tramways of the Corporation to the Sheffield Tramways Company, to place and run carriages upon, and to work and use the said tramways, and any tramways, which may hereafter be constructed or acquired by the Corporation.

To authorise and empower the Corporation to work and use the said tramways with electricity or other power, to be prescribed by the intended Act.

To authorise the Corporation to demand and take tolls, rates, and charges in respect of the use of their carriages, or for the use of their 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, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and vary or increase existing rates and charges.

To empower the Corporation to borrow money for all or any of the purposes of the intended Act, and to charge the same and the interest thereon on the Borough Fund and Borough Rate, and the undertakings, estates, rates, revenue, and other property of the Corporation, or on any of such securities, and to execute, grant, and issue mortgages, or to create and issue Sheffield Corporation Stock in respect thereof, and to authorise the Corporation to apply any of their corporate funds or other moneys authorised to be raised to all or any of the purposes of the intended Act.

To authorise the Corporation and the Sheffield Tramways Company to enter into agreements as to the purchase or acquisition by the Corporation of the horses, carriages, stables, buildings, stock, and plant of the said Company, and to confirm and give effect to any agreement which has been or may be entered into as to such purchase or acquisition.

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

To apply some or any of the provisions of the Sheffield Tramways Act, 1872, to the tramway undertaking of the Corporation, or to alter, amend, extend, enlarge, or to repeal the said Act and any other Act or Order relating to the Sheffield Tramways undertaking, and also the following Acts relating to the Corporation or some of them, that is to say:—

16 and 17 Vic., cap. 22; 23 Vic., cap. 70; 27 and 28 Vic., cap. 324; 29 and 30 Vic., cap. 286; 30 Vic., caps. 87 and 97; 36 Vic., cap. 3; 44 Vic., cap. 26; 46 and 47 Vic., cap. 57; 50 and 51 Vic., cap. 178; 52 and 53 Vic., cap. 3; and 56 and 57 Vic., caps. 42 and 50.

Printed copies of 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 19th day of November, 1895.

HERBERT BRAMLEY, Town Clerk, Sheffield.

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

In Parliament.—Session 1896.

English, Scottish, and Australian Bank Limited.

(Modification as regards Terminable Deposit Receipts and Inscribed Deposit Stock of Plan of Arrangement of 1893 scheduled to Articles of Association of Bank; Repayment and Part Conversion into Debenture Stock of such Terminable Deposit Receipts; Division of and Reduction of Interest on Inscribed Deposit Stock; Ranking of Interest on and Redemption of Divided Inscribed Deposit Stock; Reserve Funds; Application of Funds, &c.; Issue of Stocks; Powers to Court; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by and on behalf of the English, Scottish, and Australian Bank, Limited (in this Notice hereinafter called "the Bank"), for leave to bring in a Bill for the purposes, or some of the purposes following, that is to say:—

To modify or authorize the modification or variation (whether with or without the approval of the High Court of Justice in England), in so far as regards the securities issued thereunder and the rights of the holders of such securities of the Plan of Arrangement of 1893, set out in the Schedule to the Articles of Association of the Bank, and more particularly—

1. To authorize or make provision for the repayment forthwith at par of two fifth parts of the terminable deposit receipts of the Bank, and the conversion of the balance of such terminable deposit receipts not so paid off into perpetual 4 per cent. debenture stock, ranking *pari passu* with the existing perpetual 4 per cent. debenture stock of the Bank.
2. To divide, or authorize the division, of the inscribed deposit stock issued by the Bank into preferred and deferred stocks, bearing such rate or rates of interest as the Bill may prescribe, and to provide for the ranking of the interest of any such preferred stock

against the profits and assets of the Bank, and particularly for the ranking of such preferred stock against such profits and assets, for principal as well as interest, in priority to such deferred stock, and to reduce and rearrange the interest, whether accruing, or to in future accrue, on the inscribed deposit stock as from such date as the Bill may prescribe, and to provide that the interest on any such deferred inscribed deposit stock shall only be payable out of the net earnings of the Bank, remaining after providing thereout for the interest on all securities of the Bank (including the aforesaid preferred inscribed deposit stock) ranking for interest before such deferred inscribed deposit stock, and to provide for the redemption of such deferred inscribed deposit stock, and to rearrange and prescribe the mode of application of any profits of the Bank.

3. To authorize the Bank, out of any savings of annual interest effected by the said Bill, to form and apply reserve funds for and to the purposes of the equalization of interest or dividend on the inscribed deposit stocks, or the redemption thereof, or the general purposes of the Bank, and to substitute such reserve funds for any other reserve fund of the Bank authorized or prescribed by the aforesaid Plan of Arrangement or by the Memorandum or Articles of Association of the Bank.

To authorize the Bank to take such steps as may be necessary or expedient, and to apply their funds for all or any of the purposes of the Bill, and for those purposes to increase the amount of the perpetual 4 per cent. debenture stock of the Bank, and to create and issue preferred and deferred inscribed deposit stock.

To vary or extinguish all or any rights or privileges which would be inconsistent or interfere with the carrying out of the objects or provisions of the Bill, and to make such further provisions and such modifications, amendments, and variations of the Memorandum and Articles of Association of the Bank, and of the aforesaid Plan of Arrangement, and of the provisions of the English, Scottish, and Australian Bank Limited Act, 1894, or any of them, as may be deemed necessary or desirable in that behalf.

If thought fit, to authorize and provide for the framing of proposals or plans for effecting all or any of the objects aforesaid, or any other modification of the aforesaid Plan of Arrangement of 1893, and for the application for and the approval and confirmation by the High Court of Justice in England of any such proposals or plans, and so far as may be thought expedient to extend and apply to any such application all or any of the provisions of the Joint Stock Companies Arrangement Act, 1870, with or without modification or amendment, and to confer all necessary powers and authorities upon the said Court, the Bank, and the Directors of the Bank in that behalf, or otherwise in reference to the carrying into effect of the provisions of the Bill.

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 25th day of November, 1895.

SLAUGHTER and MAY, 18, Austin-friars, E.C., Solicitors for the Bill.

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

In Parliament—Session 1896.

Derby and Ashbourne Tramways.

(Incorporation of Company; Construction of Tramways from Derby to Ashbourne, in the County of Derby; Gauge; Use of Electrical or other Motive Power; Power to Construct Generating Station; Power to Carry Goods, Merchandise, and Agricultural Produce; Running Powers over Certain Portion of Tramways belonging to Derby Tramways Company, Limited, and Working and other Agreements with that Company, and Agreements with Local Authorities as to Contribution to Capital of Company; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Exemption from Operation of Certain Sections of Tramways Act, 1870; Exemption of Company from Operation of Section 92 of Lands Clauses Consolidation Act, 1845; Payment of Interest out of Capital during Construction; Incorporation and Amendment of Acts; and other Purposes.)

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

To incorporate a Company and to authorise the Company so to be incorporated (hereinafter referred to as "the Company") to make, maintain, work, and use the tramways hereinafter described, together with all necessary and proper rails, plates, sleepers, turntables, turn-outs, crossings, passing places, triangles, stables, carriage houses, engine houses, stopping places, buildings, works, and conveniences connected therewith or incidental thereto (that is to say):—

Tramway No. 1.

Commencing in Ashbourne-road, in the parish of St. Werburgh, in the county borough of Derby, by a junction with the existing tramway of the Derby Tramways Company, Limited, at a point opposite to the western side of the termination of the street or road known as Windmill Hill-lane at its junction with the said Ashbourne-road, being 4·20 chains or thereabouts from the first milestone on the road leading from Derby to Ashbourne, known as the Derby and Ashbourne-road, and proceeding thence along the said road, and terminating in the parish of Ashbourne at a point 17 chains or thereabouts from the southern end of the eastern parapet of the bridge over the Henmore Brook, and known as the Compton Bridge between Compton-street and Dig-street.

Tramway No. 2.

Commencing in the said parish of St. Werburgh, in the street or road known as Friar-gate, by a junction with the existing tramway of the Derby Tramways Company, Limited, immediately under the Great Northern Railway Bridge over Friar-gate, and proceeding thence over the south-west side of the said street or road, for a distance of 1 chain or thereabouts, and terminating at a point in the centre of the entrance gateway of the Great Northern Railway Company's Goods Yard in the said parish of St. Werburgh.

Tramway No. 3.

Commencing by a junction with Tramway No. 2 at its termination, and proceeding thence over the south-west side of the said Friar-gate, and terminating by a junction with the tramway of the said Derby Tram-

ways Company, Limited, at a point 1·21 chains or thereabouts south-eastward of the south-east parapet of the Great Northern Railway Company's bridge over Friar-gate.

Tramways Nos. 1, 2, and 3 will be a single line except at the following places on Tramway No. 1, where such Tramway will be a double line, viz.:—

- (a) In the parish or township of Markeaton (parish of Mackworth), from a point 2·30 chains or thereabouts measured in a north-westerly direction from the fence on the south-east side of the field numbered 259 on the $\frac{1}{2500}$ Ordnance map of the said parish or township, for a distance of 4·50 chains, measured in a north-westerly direction along the said Tramway No. 1.
- (b) In the parish or township of Markeaton (parish of Mackworth), from a point 4·50 chains or thereabouts measured in a south-easterly direction from the fence dividing the fields numbered 193 and 197 respectively on the said $\frac{1}{2500}$ Ordnance map for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (c) In the parish or township of Mackworth, from a point opposite to the south-west fence of the field numbered 187 on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (d) In the parish or township of Mackworth, from a point 4·60 chains or thereabouts measured in a north-westerly direction from a point opposite the centre of the entrance gate of the house known as Bowbridge for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (e) In the parish or township of Kirk Langley, from a point opposite the north-west corner of the garden numbered 533 on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (f) In the parish or township of Kirk Langley, from a point opposite the eastern corner of the field numbered 138 on the said $\frac{1}{2500}$ Ordnance map for the said parish of Kirk Langley for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (g) In the parish or township of Kirk Langley, from a point opposite the fence between the fields numbered 42 and 43 respectively on the said $\frac{1}{2500}$ Ordnance map for the said parish of Kirk Langley for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (h) In the parish or township of Brailsford, from a point opposite the eastern corner of the field numbered 1031 on the $\frac{1}{2500}$ Ordnance map of the said parish or township, for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (i) In the parish or township of Brailsford, from a point 1 chain or thereabouts to the south-east of the Rose and Crown Inn for a distance of 4·50 chains measured in a north-westerly direction along the said Tramway No. 1.
- (j) In the parish or township of Brailsford,

from a point 1.50 chains or thereabouts from the fence between fields numbered 619 and 640 respectively on the said $\frac{1}{2500}$ Ordnance map of the said parish or township of Brailsford and Ednaston; for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(k) In the parish or township of Brailsford, from a point 3.30 chains or thereabouts to the south-east of the cottages numbered 433 on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(l) In the parish or township of Shirley, from a point 4.50 chains or thereabouts south-east of the lane known as Hall-lane leading to the village of Shirley for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(m) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4.50 chains or thereabouts south-east of the fence between the fields numbered 272 and 276 respectively on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(n) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4.50 chains or thereabouts south-east of the west corner of the field numbered 48 on the said $\frac{1}{2500}$ Ordnance map of the said parish of Yeldersley, for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(o) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4.50 chains or thereabouts south-east of the north corner of the field numbered 111 on the said $\frac{1}{2500}$ Ordnance map of the said parish of Yeldersley, for a distance of 4.50 chains measured in a north-westerly direction along the said Tramway No. 1.

(p) In the parish or township of Sturston (parish of Ashbourne), from a point opposite the fence between fields numbered 260 and 262 respectively on the $\frac{1}{2500}$ Ordnance map of the said parish or township, for a distance of 8 chains measured in a north-westerly direction along the said Tramway No. 1.

(q) In Compton-street, Ashbourne, from a point 4.50 chains or thereabouts from the southern end of the east parapet of Compton Bridge for a distance of 4.50 chains or thereabouts, measured in a northern direction along the said tramway.

The said tramways will be made and pass along the public road from; in, through, or into the following districts, parishes, townships, or extra-parochial places, namely, the parish of St. Werburgh, in the county borough of Derby, the parish or township of Markeaton (parish of Mackworth), the parish or township of Mackworth, the parish or township of Kirk Langley, the parish or township of Mercaston (parish of Mugginton), the parish or township of Brailsford, the township of Ednaston (parish of Brailsford), the parish or township of Shirley, the parish or township of Yeldersley (parish of Ashbourne), the parish or township of Osmaston, the parish or township of Sturston (parish of Ashbourne), and the parish or township of Ashbourne, all in the county of Derby.

In the following instances the said tramways will be laid along the said Derby and Ashbourne-road; so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path on the sides of the said road, and the nearest rail of the tramways:—

Tramway No. 1.

(1) In the said parish or township of Markeaton (parish of Mackworth), from a point 2.30 chains or thereabouts north-west of the fence on the south-east side of the field numbered 259 on the $\frac{1}{2500}$ Ordnance map of the said parish or township, for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(2) In the parish or township of Markeaton (parish of Mackworth), from a point 4.50 chains or thereabouts south-east of the fence dividing the fields numbered 193 and 197 respectively on the said $\frac{1}{2500}$ Ordnance map, for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(3) In the parish or township of Kirk Langley, from a point opposite the eastern end of the enclosure numbered 500 on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 8 chains or thereabouts to a point opposite the corner of Moor-lane on the north-east side of the road.

(4) In the parish or township of Kirk Langley, from a point opposite the south-east wall of the Post Office in Kirk Langley for a distance of 6 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(5) In the parish or township of Kirk Langley, from a point opposite the eastern corner of the field numbered 138 on the said $\frac{1}{2500}$ Ordnance map for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(6) In the parish or township of Brailsford, from a point 1.50 chains or thereabouts north-west from the end of the road leading to Brailsford Hall, for a distance of 3 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(7) In the parish or township of Brailsford, from a point opposite the southern corner of the Saracen's Head-inn, in the village of Brailsford, for a distance of 8 chains or thereabouts, measured in a north-westerly direction along the said tramway on the north-east side of the road.

(8) In the parish or township of Brailsford, from a point 2.50 chains or thereabouts to the north-west of the eighth milestone on the Derby and Ashbourne-road for a distance of 2 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.

(9) In the parish or township of Brailsford, from a point 2.50 chains or thereabouts to the north-west of the roads leading to the villages of Ednaston and Shirley respectively for a distance of 3.50 chains or thereabouts measured in a north-westerly

direction along the said tramway on the north-east side of the road.

- (10) In the parish or township of Shirley, from a point 4.50 chains or thereabouts south-east of the lane known as Hall-lane, leading to the village of Shirley, for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (11) In the parish or township of Shirley, from a point 4.50 chains or thereabouts south-east of Shirley Bridge for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (12) In the parish or township of Yeldersley (parish of Ashbourne), from a point on the centre of Shirley Bridge (being the boundary of the parishes of Shirley and Yeldersley), for a distance of 1.20 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (13) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4 chains or thereabouts north-west of the tenth mile-post on the Derby and Ashbourne road for a distance of 3 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (14) In the parish or township of Yeldersley (parish of Ashbourne), from a point 40 chains or thereabouts north-west of the northern corner of the house known as Osmaston Park Farm for a distance of 2 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (15) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4.50 chains or thereabouts south-east of the fence between the fields numbered 272 and 276 respectively on the $\frac{1}{2500}$ Ordnance map of the said parish or township for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (16) In the parish or township of Yeldersley (parish of Ashbourne), from a point 4.50 chains or thereabouts south-east of the north corner of the field numbered 111 on the said $\frac{1}{2500}$ Ordnance map of the said parish for a distance of 4.50 chains or thereabouts measured in a north-westerly direction along the said tramway on the north-east side of the road.
- (17) In the parishes or townships of Ashbourne and Sturston, from a point at the south end of Compton-street for a distance of 2 chains or thereabouts measured in a northerly direction towards Compton Bridge on both sides of the road.

The tramways are intended to be constructed on a gauge of 4 feet or such other gauge as may be authorised by the Board of Trade, and it is not intended to run on the tramways carriages or trucks adapted for use on railways.

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.

To empower the Company from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, passing-places, deviations,

sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the Company's tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, engine-houses, stationary engines, works, or buildings of the Company, and to enable the Company to make junctions and connections of the proposed tramways with any tramways for the time being belonging to the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop-up, remove, and otherwise interfere with, streets, highways, public and private roadways, footways, pavements, watercourses, bridges, sewers, drains, waterpipes, gaspipes, and electric, telegraph, and telephonic tubes, wires, and apparatus within all or any of the parishes, townships, or places mentioned in this Notice for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement lands, houses, buildings, and other property, and to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works and the ownership and disposal of any surplus paving, metalling, or materials.

To empower the Company to work and use the said tramways by means of electrical or other mechanical power, such electrical power to be applied by means of the rails of the tramways, and of conductors placed above the surface of the streets in connection with a generating station or generating stations to be made or constructed on lands hereinafter described, or by any other system of electrical power, and for that purpose, or any purpose appurtenant or ancillary thereto, to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular, power to enter upon and open the surface of, and to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place in which the said tramways are intended to be constructed, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, as may be necessary or convenient either for the construction, the working of the tramways, or of the exercise of the running powers hereinafter mentioned, or for providing access to any of the tramways constructed, run over, or used under the powers of the Bill, or in connection with any engines, machinery, or apparatus used in connection with the said intended tramways, and to empower the Company, for the purpose of working the tramways, to construct, erect,

and maintain engines and machinery, and to empower the Company to acquire, hold, and use patent and other rights and licences.

The land upon which the Company intend to construct a generating station or generating stations as hereinbefore mentioned is as follows:—

A piece or parcel of land belonging or reputed to belong to William Gisborne, Esq., of Allestree Hall, in the county of Derby, and containing by admeasurement 1 acre 2 roods 11 poles or thereabouts, situate in the parish of Brailsford, in the county of Derby, and bounded on the east by the road or lane known as Slack-lane, on the south by the Derby and Ashbourne road, on the west by the brook known as Brailsford Brook, and on the north by the yards and buildings of the farmhouse or homestead known as the Brailsford Mill, which piece of land is numbered 530 on the $\frac{2500}{1000}$ Ordnance map of the said parish.

To enable the Company to levy tolls, rates, and charges for the use of the tramways, and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to alter existing tolls, rates, and charges relating to the tramways of the Derby Tramways Company, Limited, or otherwise, and to confer any exemptions therefrom.

To empower the Company on the one hand and the Corporation of the county borough of Derby, the County Council of the county of Derby, the Ashbourne Urban District Council, and any district councils which may hereafter be constituted, and any trustees or other bodies corporate or persons having or which may hereafter have respectively the control or management or the duty of directing the repairs of the said streets, roads, and places respectively on the other hand to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and as to the laying down, altering, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, ways, posts, and works connected therewith and with any of the tramways of the Derby Tramways Company, Limited, which may be run over, worked, or used under the provisions of the intended Act and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into with any such corporations, trustees, bodies corporate, or persons with respect to any of the aforesaid purposes.

To authorise the local or road authorities in whose districts the proposed tramways are intended to be constructed to lend money to the Company, and to subscribe some portion of the capital of the Company, and to hold shares, stock, mortgages, debenture stock, or other securities of the Company, and to enter into any agreements for this purpose, and to rescind, alter, or vary the same.

To empower the Board of Trade from time to time to make, and the Company to enforce bye-laws and regulations for regulating the use of electrical or other motive power, and for ensuring the protection and accommodation of passengers in the tramcars, and of the traffic in and along the streets in which the tramways are to be laid, and to enable the Company from time to time to make bye-laws or regulations in respect of the carriages and trucks to be used by them in connection with their business, and

generally to make such bye-laws and regulations as the Bill may prescribe or the Board of Trade may sanction, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Bill.

To authorise the Company by agreement or otherwise, to enter upon, run over, work, and use with their engines, carriages, and servants, on such terms and conditions, and upon payment of such tolls and charges as may be agreed upon or be settled by arbitration or defined by the Bill, so much of the tramways of the Derby Tramways Company, Limited, as extends from the termination of the said Company's tramway opposite the junction of Windmill-hill-lane with the Ashbourne-road, in the parish of St. Werburgh, in the county borough of Derby, along the streets or roads called Ashbourne-road and Friar-gate, to a point on the said Company's tramway 7 chains or thereabouts to the south-eastward of the south-east parapet of the bridge of the Great Northern Railway over the said street called Friar-gate, and the Bill will authorise the Company, by agreement or otherwise with the said Tramways Company, to make such alteration of the tramways of the said Tramways Company as may be necessary or expedient to enable the Company to run over, work, and use the said tramways by means of such electrical or other power as the Company may adopt over the tramways proposed to be constructed under the intended Bill.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time interest or dividends on any shares or stocks of the Company during the construction of the intended tramways.

To incorporate in the Bill and extend and apply to the intended tramways and works, or to exempt the undertaking of the Company from all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotive Amendment Act, 1878, the Electric Lighting Acts, 1882 and 1888, the Tramways Orders Confirmation Act, 1879, the Derby Tramways Order, 1879, the Electric Lighting Orders Confirmation (No. 5) Act, 1890, the Derby Corporation Electric Lighting Order, 1890, and all other Acts and Orders (if any) relating to or which may be affected by or interfere with the objects of the Bill.

Duplicate plans and sections showing the line, situation, and levels of the said tramways and works, and also a plan in duplicate showing the lands which may be taken under the compulsory 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, and with the Town Clerk and Clerk of the Peace for the county borough of Derby, at his office in Derby, and with the clerk to the urban sanitary authority of the county borough of Derby, at his office in Derby, and with the clerk to the Urban District Council of Ashbourne, at his office in Ashbourne, and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes from, in,

through, or into which the proposed tramways and works, or any part of them will be made or pass, or in which any lands to be taken under the powers of the Bill are situate, and also a copy of this Notice as published in the London Gazette will, on or before the same day, 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 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 14th day of November, 1895.

J. and H. F. GADSBY and COXON, 16, Tenant-street, Derby, Solicitors for the Bill.

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

Board of Trade.—Session 1896.

Kettering Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Kettering within their District; the Acquisition and Appropriation of Lands, and Construction of Works; the Breaking up and Interference with Streets and Railways; 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 the Undertaking; the Borrowing of Money, and other Provisions.)

NOTICE is hereby given, that the Urban District Council of the Urban District of Kettering, in the county of Northampton (hereinafter called "the Council"), and whose address is at the Council's offices, in West-street, at Kettering, 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 Council to generate, store, supply, and distribute electricity for public and private purposes, as defined by the Electric Lighting Acts, within the Urban District of Kettering, or any part or parts thereof (hereinafter referred to as "the area of supply").

2. To enable the Council to acquire by agreement or take on lease and hold lands and premises, 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 construct, provide, lay down, alter, or renew and maintain upon such lands all necessary stations and works for the generation, storage, distribution, and supply of electricity as may be necessary from time to time for such purpose, together with all buildings, steam and other engines, dynamos, batteries, machinery, apparatus, works, and appliances necessary or convenient for the purposes aforesaid, or for other purposes of the undertaking, and to empower the Council to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorize the Council to open, break up, and interfere with all streets, roads, public places, ways, footpaths, railways, canals, 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 require for the purpose of enabling the Council to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Council as may be necessary or expedient for effecting the objects of the proposed undertaking.

4. To authorize the Council to manufacture, purchase, hire, sell, and let all necessary lamps, accumulators, meters, dynamo, fittings, plant, machinery, apparatus, and other matters or things required for the purposes of the Order, and to acquire, work, and use patent rights for the generating, storing, collecting, distributing, and measuring, or otherwise relating to the supply of electricity.

5. To authorize the Council 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 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 of supply.

7. To exempt the Council 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.

8. To authorize the Council to break up, pass, or cross over and under any railway, and to break up or interfere with the Midland Railway so far as it is situate within the area of supply.

9. The names of the streets and public places repairable by the Council in which it is proposed that electric lines shall be laid down, within a period to be specified in the Order, are as follows:—Sheep-street, west side of Market-place, High-street, Gold-street, Newland-street, Silver-street, Dalkeith-place, east side of Horse-market, and Market-street.

10. To make provision for the inspection and testing of mains, conductors, and other 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 Council to enter upon any houses, buildings, or lands supplied or proposed to be supplied with electricity for any purposes relating to such supply.

12. To prescribe and limit the price to be charged for electricity.

13. To authorize the Council to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Council from the consequences of any acts or defaults of any such contractors, and to empower the Council 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 between the parties, subject to the approval of the Board of Trade.

14. To confer upon the Council 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 Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

15. To empower the Council to borrow money for all or any of the purposes of the Order; and to charge the moneys so borrowed and interest upon the general district rate, and to empower the Council to apply any of their funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the undertaking.

16. To incorporate with the 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 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 next, 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 Solicitors and Parliamentary Agents respectively.

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 Northampton, at his office at Northampton, and at the Council's offices in Kettering.

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 the application must 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 day of January, 1896, and a copy of such objection must also be forwarded to the undersigned Solicitors or Parliamentary Agents.

Dated this 21st day of November, 1895.

G. and H. LAMB and STRINGER, Solicitors,
Kettering

BAKER, LEES, and POSTLETHWAITE, 22,
Great George-street, Westminster;
S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

South Eastern Metropolitan Tramways.
(Provisional Order.)

(Authority to work Tramways by Electric or Mechanical Power; Power to Break up Roads, and Lay Down Wires, Tubes, Plates, &c.; Acquisition, &c., of Patent Rights; Bye-laws; Purchase of Land by Agreement; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the South Eastern Metropolitan Tramways Company (hereinafter called "the Company") for a Provisional Order for the following purposes, or some of them (that is to say):—

To empower the Company and all persons, corporations and companies lawfully working and using the tramways of the Company, to

work such tramways, or any part or parts thereof, by means of carriages, trucks, and vehicles propelled by electrical power carried along with such carriages, trucks, and vehicles, or applied by means of the rails or conductors placed above, on, or under the ground, or by mechanical power (including cable power, but not steam locomotive power), in addition to or in substitution for animal power.

To confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Order, and in particular, power to enter upon and open the surface of and to lay down on, in, under, or over the surface of any street, road, or place, such wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, wires, tubes, or ways in or under any such surface as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any engines, machinery, or apparatus; and to empower the Company, for the purpose of working the tramways, to erect engines and machinery, and to empower the Company to acquire and hold patent and other rights and licences, and to use patent and other rights and licences, in relation to working tramways by electrical, cable, or other mechanical power.

To empower the Board of Trade and the Company from time to time to make, and the Company to enforce, bye-laws and regulations for regulating the use of electrical, cable, or other mechanical power on the tramways, and for ensuring the protection and accommodation of passengers on the tramcars and traffic in and along the streets and roads in which the tramways are laid.

To enable the Company for the purposes of their undertaking to purchase by agreement or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

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

To incorporate with the Order, and so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of the Tramways Act, 1870, the Locomotives Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, the Electric Lighting Acts, 1882 and 1888, the South Eastern Metropolitan Tramways Act, 1888, and all other Acts and Orders (if any) relating to or affecting the Company, or which may be affected by or interfere with the objects of the Order.

On or before the 30th day of November instant, 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-green; with the Clerk of the Lewisham District Board of Works, at his office at Rushey-green, Catford-bridge; with the Clerk of the Greenwich District Board of Works, at his office at 141, Greenwich-road, S.E.; and on or before the same day a copy of the said Notice will be deposited with the Clerk of the London County Council at his office, Spring-gardens, London, S.W., and at the office of the Board of Trade, Whitehall-gardens, London.

Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, on or before the 23rd day of December next, and printed copies of the draft

Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained on application at the offices of the undersigned, at the price of one shilling for each copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January, 1896, and copies of their objections must at the same time be sent to the Company or their 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 sent to the Promoters or their agents.

Dated this 14th day of November, 1895.

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

In Parliament.—Session 1896.

Matlock Bath Gas.

(Power to Matlock Bath and Scarthin Nick Urban District Council to supply Gas, to acquire Undertaking of the Matlock Bath Gaslight and Coke Company, Limited, and the vesting of the same in the Council; Dissolution of Company; Power to maintain existing Works and construct New Works, and to acquire Lands; Manufacture of Gas and Residuals; Limits of Supply; Supply of Fittings; Rates and Charges; Agreements with other Authorities; Borrowing Powers; Incorporation of Acts; Public Offices; Repeal of Local Government Supplemental Act, 1865 (No. 2) (Section 2); Payment of Costs of Action against Derbyshire County Council by Loan).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Urban District Council of Matlock Bath and Scarthin Nick, in the county of Derby (in this notice referred to as "the Council"), for leave to bring in a Bill for all or some of the following purposes, that is to say:—

1. To authorize the Council to manufacture and supply gas throughout the district of the Council and the Urban District of Bonsall, and such parts of the Urban District of Matlock, and Rural District of Cromford, all in the county of Derby, as may be defined by the Bill.

2. To authorize and empower the Council to acquire, and to provide for the transfer to, and vesting in the Council of all or part of the Undertaking, works, lands, mains, pipes, property (both real and personal), powers, rights, privileges, and authorities of the Matlock Bath Gaslight and Coke Company, Limited (in this Notice referred to as "the Company"), for such price or consideration, and upon and subject to such terms, conditions, and stipulations as may be expressed in or provided for by or under the provisions of the Bill, or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorize or require the Company to sell and transfer their Undertaking, property, and rights accordingly.

3. To confirm and give effect to any agreement between the Council and the Company with reference to any such purchase and sale which may have been entered into prior to the passing of the Bill.

4. To provide for the dissolution and winding up of the Company, and for the distribution of the purchase money and assets amongst the shareholders of the Company and other persons entitled or interested therein.

5. To authorize the Council to carry on the Undertaking of the Company, and to maintain and from time to time improve, enlarge, alter, and renew or discontinue the existing gasworks of the Company to be acquired as aforesaid upon the land (hereinafter described) upon which the Company now manufacture and store gas and residual products, and upon such land to erect, lay down, provide, maintain, and from time to time enlarge, improve, alter, renew, or discontinue additional gasworks, and to manufacture and store gas and materials employed in or about the manufacture of gas, and to convert, and manufacture, and store all or any products resulting or arising from the manufacture of gas.

6. The land hereinbefore referred to upon which the Company now manufacture gas is:

A piece of land situate in the parish of Matlock, in the county of Derby, containing 5,375 square yards, or thereabouts, bounded on the north, east, and south by land belonging to Frederic Charles Arkwright, Esquire; and on the west by property of the Midland Railway Company on the north side of and near to the Matlock Bath Railway Station.

7. To empower the Council upon the lauds hereinafter described to construct, maintain, improve, enlarge, alter, renew, and repair gasworks, and to manufacture and store gas, and to convert, treat, and manufacture, and store all or any products arising in or resulting from the manufacture of gas, and to authorize the Council to purchase by compulsion or agreement, and to hold all or any part of the said lands, namely:

A piece of land, situate in the parish of Cromford, in the said county, marked No. 483 on Ordnance Survey of the said parish, belonging to the said Frederic Charles Arkwright, bounded on the north by the Cromford Canal belonging to the Midland Railway Company, on the east by land belonging to the London and North-Western Railway Company, on the south by the main road leading from Derby to Matlock Bath, and on the west by land belonging to the said F. C. Arkwright, and contains 6,581 square yards, or thereabouts.

8. To empower the Council, for the purposes of the Undertaking, when transferred, and for the general purposes connected with the supply of gas other than the manufacture of gas, or conversion of residual products, 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 within the limits of supply, 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 undertaking.

9. To empower the Council to supply gas for public or private purposes, in bulk or otherwise; for purposes of light, heat, cooking, or motive power, and for any other purposes for which gas is or may become suitable or applicable to and within their district, and within the limits of supply aforesaid, and for that purpose to break up streets, roads, paths, highways, lanes, and other public and private roads, ways, passages, and places, sewers, drains, bridges, railways, tramways, telegraphic, telephonic, and electric wires and apparatus, and to lay down, repair, maintain, and renew gas mains, pipes, and other works, apparatus, and appliances, and to manufacture, purchase, provide, let on hire, supply, fix, and deal in meters, lamps, stoves, ranges, machinery, engines, and fittings for the use of gas within the

limits aforesaid, and to exercise all such other powers as are necessary for or incidental to the supply of gas, and to sell and deal in coal, and also in coke, culm, tar, oil, ammoniacal liquor, and other residual products and things, and to have and exercise all such powers, rights, authorities, and privileges with respect to the supplying of gas as may be necessary, proper, or convenient.

10. To make provisions for the inspecting and testing of gas fittings in new buildings.

11. To empower the Council to levy and recover rates, rents, and charges; and to make special provision for the recovery of rates, rents, and charges for the supply of gas and residual products, manufactured or otherwise; and for the hire or use of meters, lamps, stoves, machinery, engines, and fittings; and, if thought fit, to grant exemptions and discounts; to alter existing rates, rents, and charges; and to vary and extinguish all rights and privileges (if any) inconsistent with or which would interfere with or impede the carrying out of the objects of the Bill.

12. To require consumers of gas supplied by the Council to give to the Council 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 Council.

13. To authorize the Council to acquire, hold, exercise, and use patent rights and licenses in connection with the manufacture of gas and of residuals arising therefrom.

14. To authorize the Council and any other sanitary authority, or any Company, body, commissioners, or persons, to enter into and carry into effect contracts and agreements with respect to the supply by the Council of gas beyond the limits of supply aforesaid, and to confer upon the Council special powers with reference thereto, and to the laying down and maintaining pipes and apparatus in streets or roads within or adjoining or near to their district of supply, and for the protection of the gasworks and gas supply of the Council, and the prevention of waste and misuse of gas.

15. To alter and enlarge the present borrowing powers of the Council, and to enable them to borrow and re-borrow moneys on mortgage debentures, debenture stock and annuities, and to charge as well the whole or part of the Undertaking of the Company, and the rents, revenues, and property, or any part of which they may become possessed under the Bill, as also the general district rate, and any other rate or rates levied or leviable within the said district, and all or any of the estate rents, revenues, and property of the Council, with and as security for all or any part of the moneys to be borrowed.

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

17. To incorporate with the Bill and to confer upon the Council, with or without alteration, all or some of the provisions and powers of the Lands Clauses Acts, the Gasworks Clauses Acts, 1847 and 1871, the Public Health Act, 1875, the Local Loans Act, 1875, and any Acts amending the same.

18. To empower the Council to purchase and hold lands as a site for public offices and other purposes, and to appropriate any lands for such purposes, and to confirm any such purchase which may be made, and to empower the Council to construct public offices and other buildings

thereon, and furnish the same, and to borrow money for any of the aforesaid purposes.

19. To alter, amend, or repeal some or any of the provisions of the Local Government Supplemental Act, 1865 (No. 2), and the Provisional Order relating to Matlock thereby confirmed, and particularly to repeal Section 2 of that Act, which provides for an annual payment to be made to the Matlock Local Board by the Matlock Bath Local Board for highway purposes.

20. To make provision for the payment of the costs incurred by the Council in an action, the short title of which is "1895, M No. 76, the Urban District Council of Matlock Bath and Scarthin Nick v. the County Council of Derby," by means of money to be borrowed under the provisions of the Bill on security of the General District Rate aforesaid.

And notice is hereby given, that on or before the 30th day of November next, plans showing the lands intended to be acquired 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 Derby, at his office at Derby, and with the Parish Clerks of the parishes of Matlock and Cromford, and the Clerk to the Parish Council of Cromford at their residences respectively.

And 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 14th day of November, 1895.

F. C. LYMN, Solicitor, Matlock Bath.

BAKER, LEES, and POSTLETHWAITE, 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Rhymney Railway.

(New Railways in the County of Glamorgan; Compulsory Purchase of Lands; Running Powers over certain Railways of the Taff Vale and Pontypridd Caerphilly and Newport and Great Western Railway Companies; and Working Agreements with those Companies; Improvement of the Junction between Llancaiach Branch of the Taff Vale Railway and the Great Western Railway; Additional Capital; Tolls, Rates, and Charges; Payment of Interest out of 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 Rhymney Railway Company (hereinafter called "the Company") for an Act for all or some of the following among other purposes (that is to say):—

1. To empower the Company to make and maintain the several railways and works hereinafter described or one or more of them or part thereof, and all proper stations, sidings, junctions, bridges, approaches, and other works and conveniences in connection therewith, respectively:—

(1) A Railway (No. 1) commencing in the parish of Eglwysilan, in the county of Glamorgan, by a junction with the rails of the Pontypridd, Caerphilly and Newport Railway, at a point above the centre of the western abutment of the bridge carrying the said railway over the Glamorganshire Canal and terminating in the parish of Llanfabon by a junction with the westernmost lines of rails of the railway of the Dowlais Merthyr Colliery, belonging to Lord Wimborne, at a point distant 207 yards, or thereabouts, measured in a northerly direction along the

said rails from the wagon weighbridge situated to the south of the said colliery.

(2) A Railway (No. 2.) commencing in the parish of Llanfabon, by a junction with Railway No. 1 at a point thereon distant 200 yards, or thereabouts, measured in an easterly direction from the centre of the bridge carrying the Llancaiach branch of the Taff Vale Railway across the River Taff, and distant 250 yards, or thereabouts, measured in a southerly direction from the centre of the bridge carrying the said branch railway over the Glamorganshire Canal, and terminating in the same parish by a junction with the said Llancaiach Branch Railway, at a point thereon distant 202 yards, or thereabouts, measured in a north-easterly direction

from the eastern abutment of the bridge carrying the said branch railway over the Glamorganshire Canal.

Which said 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 following parishes, and places, or some of them (that is to say):—

The parishes of Eglwysilan and Llanfabon, in the county of Glamorgan.

2. To authorise 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 reputed to be common or commonable land, viz. :—

Railways and Works for which the Lands will be taken.	Name by which the Lands are known.	Parish or Place in which Lands are situate.	Quantities included within Limits of Deviation.	Estimated Quantities to be taken.
Railways Nos. 1 and 2	Craigevanleyshon Common	Llanfabon ...	20 acres ...	1 acre

3. To empower the Company to purchase and take, by compulsion or agreement, and to hold lands, houses, buildings, mines, and minerals, and easements therein for the purposes of the intended railways and works in the parishes aforesaid.

4. To alter, vary, or extinguish all existing rights and privileges connected with the lands, houses, buildings, mines, and minerals, proposed to be purchased or taken, 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, and to empower the Company to purchase a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

5. To authorise the Company for the purposes of the construction of the proposed railways to alter, vary, connect, or reconstruct all or any of the bridges, roads, water-pipes, watercourses, sewers, or drains, telegraphic, telephonic, and other electric mains, pipes, and apparatus, or other works of a like nature, over, in, or under the Glamorganshire Canal, or if thought expedient to remove the same, or to construct new bridges, roads, water-pipes, watercourses, sewers, or drains, telegraphic, telephonic, and other electric mains, pipes, and apparatus, or other works of a like nature, and to empower the Company or the authority in whom any of such works is vested or who is liable for the repair thereof, to enter into and fulfil contracts or agreements with relation to any of the matters aforesaid.

6. To authorise the Company to deviate from the lines laid down upon the plans and also from the levels delineated on the sections respectively to be deposited as hereinafter mentioned, to such an extent as may be shown on the said plans and provided by the said intended Act, and to stop up, divert, or alter, temporarily or permanently, such public or other roads, footpaths, towing paths, bridges, railways, tramways, streets, canals, passages, rivers, streams, embankments, drains, sewers, gas and water-pipes, and telegraphic and electric apparatus in the parishes aforesaid, as it may be necessary or expedient to stop up, divert,

or alter, in carrying out the objects of the intended Act. To underpin, secure, and strengthen any houses or buildings which may be rendered insecure or defective by any of the intended works, and which houses or buildings may be acquired for the purposes thereof.

7. To empower the Company to levy, demand, and recover tolls, rates, and charges in respect of the said intended railways and in respect of the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

8. To authorise 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 the Company has power to raise, and for such purpose 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, or by any of such methods, or in such other manner as may be prescribed by the intended Act.

9. 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, in the capital raised under the powers of the intended Act, anything in the Companies Clauses Consolidation Act, 1845, or any other Act to the contrary notwithstanding.

10. To empower the Company, or any Company or persons for the time being, lawfully working or using the railways of the Company or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration, or provided by the intended Act, to run over, work, and use with their engines,

carriages, and wagons, and officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways following, that is to say:—

The Llancaiach Branch Railway, belonging to the Taff Vale Railway Company;

The railway in the county of Glamorgan belonging to the Pontypridd, Caerphilly, and Newport Railway Company;

So much of the railways of the Great Western Railway Company as lies between the Hengoed Junction of that railway with the railway of the Company on the one hand, and (1) the Pond Road Junction of the Great Western Railway, near Hirwain, and (2) the junction between the Great Western Railway and the Taff Bargoed Railway belonging to the Company and the Great Western Railway Company jointly, on the other hand respectively;

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

11. To empower the Company on the one hand and the Taff Vale Railway Company, the Pontypridd, Caerphilly, and Newport Railway Company and the Great Western Railway Company (hereinafter called "the other Companies"), or any one of those companies respectively on the other hand, from time to time to enter into and carry into effect contracts, agreement, and arrangements with respect to the construction, working, use, management, and maintenance of their respective Undertakings and works, or any part or parts thereof, or for running powers over the same or over any part thereof, or any railways, sidings or other works leased to or worked by them or any of them; the construction, maintenance, and user of sidings junctions, and communications between their respective works; the management, regulation, interchange, collection, transmission, and delivery of traffic; the supply and maintenance of engines, stock, and plant; the construction of tramways, sidings, accommodation works, buildings, and conveniences, and the maintenance, use, and repair thereof; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective Undertakings and works of the contracting Companies; the payments, allowances, drawbacks or rebates to be made by either of the contracting Companies to the other of them; the appointment of joint committees and the exercise of all such other powers as may be found desirable in reference to any of the purposes aforesaid; and to confirm and sanction every such contract, agreement or arrangement which may have been or may be made prior to the passing of the intended Act; and the intended Act may empower all or any of the other Companies to run over and use the said intended railways, or some of them, or some parts thereof, and the stations, works, and conveniences connected therewith, respectively, on such terms as may be agreed on or be prescribed in the intended Act.

12. To require and compel the other Companies and each of them, upon such terms and conditions as shall be agreed upon or as shall be provided by the intended Act to receive, book through, and forward all passengers, goods, animals, minerals, carriages, and traffic of whatever description to or from or over the whole or any part of the rail-

ways belonging to them respectively or under their respective management or control, to and from the intended railways or any of them, or any part or parts thereof respectively, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the intended Act may define, and (if need be) to alter and vary the tolls which the other companies or any of them are now respectively authorised to receive and take upon their respective railways or the railways under their management or control, and to confer, vary, or extinguish exemptions therefrom. To provide that the Company shall in all respects be placed on at least as favourable a footing as any other Company with regard to traffic exchanged with the other Companies respectively.

13. To authorise and require the Taff Vale Railway Company to improve the existing junction with the Great Western Railway of their Llancaiach branch, so as to enable traffic of every description to be conveniently and expeditiously conveyed and interchanged between the railways of the Great Western Railway Company and the said Llancaiach branch at such point of junction, and to execute all necessary works for that purpose, and in the event of the Taff Vale Railway Company failing so to improve such junction and execute such works within six months after the passing of the intended Act, or such other period as the intended Act may provide, to authorise and empower the Company to improve such junction and execute such works, and so far as may be necessary or expedient for such purposes to transfer to and vest in the Company such powers as are now possessed by the Taff Vale Railway Company, and to enable the Company to exercise and give effect to the same.

14. The intended Act will incorporate, amend, or alter, or re-enact, with such variations as may be thought expedient, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and any other Acts amending those Acts respectively.

15. To alter, amend, extend, and enlarge, and, if need be, to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the several Acts following (that is to say):—

The Act 20 and 21 Vict. cap. 140, and all other Acts relating to the Company or their undertaking;

6 Will. IV, cap. 82, and all other Acts relating to the Taff Vale Railway Company;

41 and 42 Vict. cap. 215, and all other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company;

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

and any other Act or Acts of Parliament recited in any of the before-mentioned Acts or affecting the above Companies, or any person who or whose property may be affected by any of the powers or provisions of the intended Act, and all other Acts, charters, and instruments which may in any way interfere with the carrying into complete effect the objects and purposes of the intended Act.

16. The intended Act will vary and extinguish all rights and privileges which would in any manner impede or interfere with its objects, will confer other exemptions, rights, and privileges, and will

contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and of the lands, houses, and other property in or through which the same 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 the occupiers of such lands, houses, and other property, together with an ordinance map, with the lines of the intended railways delineated thereon, 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 with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, in that county; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the 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 as published in the London Gazette, will be deposited in the case of each such parish, with the Clerk to the Parish Council, and with the parish clerk of each parish, at their respective residences, and in the case of any extra-parochial with the clerk to the Parish Council, and with the parish clerk of some parish immediately adjoining such extra-parochial place at their residences.

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 the 19th day of November, 1895.

BOMPAS, BISCHOFF, DODGSON, COXE, and
BOMPAS, 4, Great Winchester-street,
London, E.C., Solicitors for the intended
Act.

TETLEY and HOSKINS, 16, Parliament-
street, Westminster, S.W. Parliamentary
Agents.

Board of Trade—Session 1896.

Blyth and Cowpen Tramways.

(Construction of Tramways in the Township of Cowpen, in the Parish of Woodhorn, in the County of Northumberland; Provisions as to User of Animal or other Power; Tolls, Rates, and Charges; Agreements; Repeal and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by George Washington Smiley, of No. 26, Coventry-street, Piccadilly, in the county of London, mining engineer (hereinafter referred to as "the Promoter"), on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining by him of the several tramways, or some of them, with all necessary and proper rails, points, plates, sleepers, and other works and conveniences hereinafter described (that is to say):—

(Where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets 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 that street.)

(1) Tramway No. 1, commencing at the boundary line between Blyth and Cowpen, at the junction between Bridge-street, Blyth, and Waterloo-road, Cowpen, and passing thence in a westerly direction along Waterloo-road; and in a north-westerly direction along Turner-street, and a portion of Regent-street, Cowpen Quay, and terminating in Regent-street at a point opposite the north side of Croft-street.

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

(a) In Waterloo-road and Turner-street, between points respectively a point 0.50 chains east of Havelock-street and a point 0.50 chains south-east from Market-street, and

(b) In Turner-street, between points respectively a point opposite the north side of Simpson-street and a point opposite the south side of Seaforth-street.

(2) Tramway No. 2, commencing by a junction with Tramway No. 1 at the termination thereof as above described, passing thence in a north-westerly direction along Regent-street, Cowpen Quay, into Hodgson's-lane, and in a south-westerly direction along Hodgson's-lane, and terminating in Hodgson's-lane 0.40 chains north-east of its junction with the county main road from Waterloo to Bebside.

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

(a) In Regent-street, between points respectively a point 1 chain from the commencement of the said tramway measured along the centre thereof and a point opposite the north side of Maddison-street.

(b) In Regent-street, between points respectively a point 0.80 chains south-east of Gladstone-street measured along the centre of the said tramway and a point opposite the south side of Davison-street.

(c) In Regent-street, between points respectively a point 1.90 chains north-west of Goschen-street measured along the centre of the said tramway and a point 0.75 chains south-east of the junction of Regent-street and Hodgson's-lane measured along the centre of the said tramway; and

(d) In Hodgson's-lane, between points respectively a point 8.35 chains and a point 10.55 chains measured in a south-westerly direction along Hodgson's-lane from its junction with Regent-street.

(3) Tramway No. 3, commencing by a junction with Tramway No. 2 at the termination thereof as above described, passing thence into the county main road from Waterloo to Bebside, and along the said road in a north-westerly and a westerly direction respectively and terminating in the said road at a point 1.50 chains east of the entrance gate to the Roman Catholic Chapel at Cowpen New Town, measured along the centre of the said road.

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

(a) In the county main road from Waterloo to Bebside, between points respectively 0.60 chains and 7.70 chains north-westerly from the commencement of the said tramway, measured along the centre line thereof.

(b) In the county main road from Waterloo to Bebside, between points respectively 16.15 chains and 18.15 chains

north-westerly and westerly from the commencement of the said tramway.

(c) In the county main road from Waterloo to Bebside, between points respectively 2.20 chains easterly and 1.60 chains westerly from the centre of the bridge carrying the county main road over a stream near the gates of Cowpen Cemetery.

(d) In the county main road from Waterloo to Bebside, between points respectively 1.65 chains and 3.65 chains westerly from the Cowpen Cemetery gates.

(e) In the county main road from Waterloo to Bebside, between points respectively 0.80 chains easterly and 1.20 chains westerly from the easterly entrance road to Cowpen-cottages; and

(f) In the county main road from Waterloo to Bebside, between points respectively 1.80 chains and 3.80 chains easterly from the termination of the said tramway.

(4) Tramway No. 4, commencing by a junction with Tramway No. 3 at the termination thereof as above described, passing in a westerly direction along the county main road from Waterloo to Bebside, and terminating in that road at a point 2.20 chains, measured in a westerly direction along the centre thereof from a point opposite the east side of the King's Arms public house, Cowpen Village.

Tramway No. 4 will be laid as a double line throughout, except at the following place, where it will be laid as a single line, viz. :—

(a) Between the termination thereof and a point 1.50 chains, measured in an easterly direction therefrom along the centre line of the said tramway.

The following is a description of all points between which the proposed tramways or either of them are proposed to be laid, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, viz. :—

Tramway No. 2, in Hodgson's-lane, on the north side thereof between points respectively 10.70 and 0.30 chains from the termination of the said tramway; and on the south side thereof between points respectively 0.30 and 1.15 chains from the termination of the said tramway.

Tramway No. 3, in the county main road from Waterloo to Bebside, on both sides thereof between points respectively 0.60 and 7.70 chains from the commencement of the said tramway; on the north side thereof between points respectively 1 furlong 2.10 chains from the commencement of the said tramway, and 1.60 chains west of the centre of the bridge carrying the said road over a stream near the gates into Cowpen Cemetery; on the south side thereof between points respectively 1 furlong 6.15 chains, and 1 furlong 8.15 chains from the commencement of the said tramway; on the south side thereof between points respectively 2.20 chains east and 1.60 chains west of the centre of the bridge carrying the said road over a stream near the gates into Cowpen Cemetery; on both sides thereof between points respectively 1.65 chains and 3.65 chains west of the gateway into Cowpen Cemetery; between points respectively 0.80 chains east and 1.20 chains west of the easterly entrance

road into Cowpen cottages; on the north side thereof between points respectively 4.50 chains west of the easterly entrance to Cowpen-cottages, and the termination of the said tramway, and on the south side thereof between points respectively 3.80 chains and 1.80 chains from the termination of the said tramway.

Tramway No. 4, in the county main road from Waterloo to Bebside, on both sides thereof between points respectively the commencement of the said tramway and 1.50 chains eastward of the termination thereof.

The aforesaid tramways will be made wholly in the township of Cowpen, in the parish of Woodhorn, in the county of Northumberland.

The proposed tramways will be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be authorised by the Board of Trade, and will or may be constructed with such grooves as may be necessary to work the same. It is not intended to run on the said tramways, carriages or trucks adapted for use upon railways.

To empower the Promoter for all or any of the purposes of the Order, to enter upon and open and break up the surface of, and to cross, alter, and stop up, remove, and otherwise interfere with streets, roads, lanes, highways, public and private roadways, railways, tramways, footways, watercourses, bridges, canals, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, and apparatus, within all or any of the parishes, townships, or places mentioned in this Notice.

To enable the Promoter, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is necessary or expedient to remove or discontinue the use of any tramway or any part thereof, to make in the same, or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of a tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To enable the Promoter, for all or any of the purposes of the proposed tramways and works, to purchase or acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

To empower the Promoter from time to time to make and maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this Notice) as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables or carriage houses, works, or buildings of the Promoter.

To enable the Promoter to levy tolls, rates, and charges for the use of the proposed tramways by carriages or wagons passing along the same, and for the conveyance of passengers and the carriage of goods, animals, minerals, merchandise, and other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the Promoter and any county council, urban district council, local authority, company, body, or person to enter into contracts or agreements with respect to all or any of the purposes of the Provisional Order or the lay-

ing down, maintaining, renewing, repairing, directing, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same or any part thereof, and to confirm any agreements entered into or to be entered into with any such county council, local authority, company, body, or person.

To authorise the Promoter and all persons, corporations, and companies lawfully using the intended tramways, or any of them, to work and use such tramways, or any of them, for the purposes of traffic of every description or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such by-laws as the Board of Trade may from time to time make, by means of animal or other motive power in addition to or in substitution for animal power, and to hold and acquire patent and other rights or licenses to use patent rights in relation to any such other power as aforesaid.

To incorporate, extend, apply, and repeal, amend, alter, or extend all or some of the provisions of all or some of the following among other Acts (that is to say), the Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotive Act, 1865, and the Highways and Locomotives Amendment Act, 1878, and any Act amending the said Acts or any of them, so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and any other Act of Parliament which may in any wise affect such tramways, engines, or carriages.

To sanction and confirm and give effect to any contracts or agreements made or to be hereafter made for any of the above-mentioned purposes.

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

And notice is also given that duplicate plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-upon-Tyne, in that county, and on or before the same day a copy of so much of the said plans and sections as relates to each of the districts, parishes, townships, or extra-parochial places from, in, through, or into which the proposed tramways and works will be made or pass, together with a copy of this Notice, will be deposited for public inspection at the office of the local authority of each district, and with the parish clerk of each such parish at his place of abode, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode, and on or before the same day copies of the said plans and sections and of this Notice will be deposited at the office of the Board of Trade, Whitehall, London; with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office, House of Commons.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons

No. 26683.

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applying for the same at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January, 1896, and copies of the objections must at the same time be sent to the undersigned Parliamentary 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 sent to the Promoter or his Agents.

Dated this 20th day of November, 1895.

MACKRELL and WARD,
I, Walbrook, London,
E.C.;

GUTHRIE and GUTHRIE,
Blyth;

WYATT and Co., 28, Parliament-street,
Westminster, Parliamentary Agents.

Solicitors for
the Order.

In Parliament.—Session 1896.

Watford, Edgware and London Railway.
(Incorporation of Company; Construction of Railway in Counties of Middlesex and Herts; Power to Deviate; Compulsory Purchase of Lands; Power to Purchase parts only of certain Properties; Underpinning, &c.; Rates; Running Powers over certain Railways, and Facilities by Companies owning those Railways; Working and other Agreements with the London and North-Western, Great Northern, Midland, and Metropolitan Railway Companies; Traffic Arrangements with said Companies; Payment of Interest out of Capital, Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter referred to as "the Company"), and to confer on the Company all necessary powers for carrying into effect the following purposes or some of them, viz. :—

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, junctions, approaches, roads, communications, works and conveniences connected therewith, or incidental thereto respectively (that is to say):—

- (1) A Railway (No. 1) commencing in the parish of Watford, in the county of Herts, by a junction with the Watford and Rickmansworth Branch Railway of the London and North-Western Railway Company at a point 24 chains or thereabouts, measuring in a northerly direction along that railway, from the centre of the bridge carrying the main or High Street of Watford over that railway, and terminating in the parish of Edgware, in the county of Middlesex, in a field belonging or reputed to belong to Frederick Harrison Smith, and in the occupation of Christopher Dumbelton and George Dumbelton, one or either of them, and which field is situate on the south-west side of the glebe land attached to the vicarage of Edgware, and between that glebe land and the road leading from Piper's-green to the Newlands, known as the Green-lane.
- (2) A Railway (No. 2), commencing by a junction with the intended Railway (No. 1) at its point of termination as above.

described, and terminating in the parish of Hendon, in the County of Middlesex by a junction with the railway of the Midland Railway Company, at a point 93 yards or thereabouts, measured in a northerly direction from the northern end of the down passenger platform of the Mill Hill Station of the Midland Railway Company.

(3) A Railway (No. 3), commencing in the parish of Edgware, in the county of Middlesex, by a junction with the intended Railway (No. 1), at its point of termination as before described, and terminating by a junction with the Edgware, Highgate and London Branch Railway of the Great Northern Railway Company at its terminus in the station at Edgware, at the northern end thereof.

(4) A Railway (No. 4) wholly in the parish of Watford; commencing by a junction with the intended Railway (No. 1) at a point 550 yards, or thereabouts, from the point of commencement of that railway as before described, in a field situate opposite the brewery belonging to Mary Ann Sedgwick, and immediately adjoining the main line of the London and North-Western Railway Company, and belonging to or reputed to belong to Captain Richard Nathaniel Cartwright Foll, and in the occupation of Mary Ann Sedgwick and Edward Aubon, and terminating by a junction with the said Watford and Rickmansworth Branch Railway of the London and North-Western Railway Company, at or near the point where that railway is crossed by the said bridge, carrying the main or high street of Watford over that railway.

The said intended railways and works will pass from, in, through, or into, or be situated within the several parishes, townships, extra parochial or other places following, or some of them (that is to say):—Watford, Bushey and Aldenham, in the county of Herts; and Little Stanmore, Great Stanmore, Edgware and Hendon, in the county of Middlesex.

To deviate laterally from the lines of the intended railways and works to the extent shown upon the plans hereinafter mentioned, or as may be prescribed by the intended Act, and also to deviate vertically from the levels shown upon the sections hereafter mentioned.

To purchase and take by compulsion or agreement, lands, houses, tenements, hereditaments, and other property and easements in and over lands within the parishes, townships, extra parochial and other places aforesaid, or any of them, for the purposes of the intended railways and works, and of the intended Act, and 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 Lands Clauses Consolidation Act, 1845.

To alter, vary, or extinguish all existing rights, privileges, and easements in, over, or connected with any lands, houses, tenements, hereditaments, and buildings proposed to be purchased, taken, used, or interfered with under the powers or for the purposes of the intended Act.

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 require to be taken for the purposes thereof.

To cross, alter, divert, or stop up, temporarily or permanently, roads, railways, tramways, tramroads, streets, paths, passages, rivers, canals, brooks, streams, sewers, drains, pipes, and

watercourses within the parishes, townships, extra parochial and other places aforesaid or any of them, as it may be necessary or expedient to cross, alter, divert, stop up, or interfere with for the purpose of making and maintaining or using the intended railways, or the stations, approaches, works or conveniences connected therewith respectively.

To demand and recover tolls, rates, duties and charges upon or in respect of the intended railways and works, and upon and in respect of the railway and portions of railway and stations hereinafter mentioned of the London and North-Western, Great Northern, Metropolitan, and Midland Railway Companies, and for the conveyance of passengers, parcels, animals, and merchandise thereon, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges respectively.

To empower the Company and any Company or persons for the time being working or using the railways of the Company or any part thereof either by agreement or otherwise and on such terms and conditions and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration or provided by the intended Act to run over, work and use with their engines, carriages and wagons, officers and servants, whether in charge of engines or trains or for any other purpose whatsoever, and for the purposes of their traffic of every description the railway or portions of railways following, that is to say:—

(1) The Watford and Rickmansworth Branch Railway of the London and North-Western Railway Company, including the Watford Station of that Company.

(2) So much of the Edgware, Highgate, and London Branch Railway of the Great Northern Railway Company as lies between the terminus of that Branch Railway at Edgware and the Finsbury Park Station of the Great Northern Railway Company including that station.

(3) So much of the railway of the Great Northern Railway Company as lies between the last-mentioned Branch Railway and the King's Cross Station of the Great Northern Railway Company including that station.

(4) So much of the railway of the Metropolitan Railway Company as lies between King's Cross Station of the Great Northern Railway Company and the Moorgate Street Station of the Metropolitan Railway Company including that station.

(5) So much of the railway of the Midland Railway Company as lies between the junction therewith of the intended Railway (No. 2) and the St. Pancras Station of the Midland Railway Company, including that station.

(6) So much of the railway of the Midland Railway Company as lies between the St. Pancras Station of that Company and the Moorgate Street Station of the Metropolitan Railway Company, including those stations.

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

To authorise the Company on the one hand and the London and North-Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, and the Metropolitan 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 agreements and arrangements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply and maintenance of rolling stock, plant, engines and machinery, and of officers and servants, for the conduct of the traffic on the intended railways, or any part or parts thereof, the fixing of rates and charges, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation, collection, transmission, delivery and conveyance of traffic upon, or 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 the sums or consideration, 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 of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and to authorise the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid, and the intended Act will sanction or confirm, and if thought fit, vary any agreements already made, or which previously to the passing thereof, may be made touching any of the matters aforesaid.

The intended Act will enable the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds, from time to time, interest or dividends on any shares or stock of the Company.

To authorise the Company to raise their capital by instalments, and to borrow by instalments in respect of such capital.

And so far as may be requisite for any of the purposes of the intended Act may alter, amend, enlarge, or repeal some of the provisions of the several local and personal Acts following (that is to say): 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North-Western Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 71, and any other Acts relating to the Great Northern Railway Company; the Metropolitan Railway Act, 1854, and any other Acts relating to the Metropolitan Railway Company.

The intended Act will incorporate the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863 and 1869, the Lands Clauses Acts, the Railway Clauses

Consolidation Act, 1845, and the Railway Clauses Act, 1863.

Duplicate plans and sections describing the lines and levels of the intended railways and works, and the lands, houses and other property in or through which they will be made, or which may be required for the purposes of the intended Act, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses and other property; also an ordnance map with the lines of railway delineated thereon, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Broad Sanctuary, Westminster, and with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, 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 rural parish and extra parochial place in or through which the proposed railways and works will be made, or in which any lands or other property intended to be taken are situate, with a copy of this Notice published as aforesaid, will be deposited with the Parish Clerk of each such parish 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 parish immediately adjoining thereto at his residence.

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

Dated this 15th day of November, 1895.

H. W. CHRISTMAS, 42a, Bloomsbury-square, London, W.C., Solicitor for the Bill.

ROBERTS and CHUBB, 6, Queen Ann's Gate, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

“Electric Lighting Acts, 1882 and 1888.”

Ipswich Electric Lighting.

(Power to the County of London and Brush Provincial Electric Lighting Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the Borough of Ipswich; to construct Works; to Lay Down Wires and other Apparatus, and to Break-up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the County of London and Brush Provincial Electric Lighting Company, Limited, of Moorgate-court, Moorgate-place, in the city of London (hereinafter called “the Company,” to the Board of Trade, on or before the 21st day of December next, under the provisions of The Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes, that is to say:—To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, electrical energy and power, for all or some of the public and private purposes as defined by the said Acts, within the borough of Ipswich (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, culverts, sewers, gas and water mains and pipes, and telegraph, pneumatic tubes and pipes, telegraph, telephone and electric wires, or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, 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 Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electricity, electrical power and energy.

To authorise the Company to hire, sell, and let, meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company 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 fulfil agreements as to the supply 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 if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking-up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electricity, electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down within a period of two years after the

commencement of the Order, in so much of the following streets as lies within the area of supply:—St. Matthew's-street from Westgate-street to its junction with Berners-street, Westgate-street, Cornhill, Tavern-street, Carr-street from Upper Brook-street to Cox-lane, Old Foundry-road from Northgate-street to Great Coleman-street, Northgate-street, Upper Brook-street, Tacket-street from Upper Brook-street to the entrance gate of Tacket-street Chapel, Butter-market, Princes-street from Cornhill to the Cattle Market-place, Queen-street, St. Nicholas-street, and St. Peter's-street from St. Nicholas-street to No. 16, St. Peter's-street.

The streets, roads, and places not repairable by the Local Authority, which the Company propose to take power to break-up, are as follows:—Ancaster-road, Ashmere-grove, Britannia-road, Bloomfield-street, Boston-road, Brunswick-road, Bank-road, Beaconsfield-road, Barrack-lane, Bright-street, Bramford-lane, Camden-road, Cowper-street, Campbell-street, Crabbe-street, Cauldwell-avenue, Constantine-road, Constitution-hill, Cliff-road, Camden-road, Charles-street, Claude-street, Dover-road, Dale-Hall-lane, Ernest-street, Fuchsia-lane, Fairlight-street, Gypseywyk-road, Henslow-road, Howard-street, Holland-road, Hatfield-road, Hayhill-road, Harland-street, Helena-road, Hutland-road, Holly-road, Kirby-street, Kesteven-road, Levington-road, Milton-street, Market-lane, Nelson-road, North Hill-road, New Cut West, New Cut East, Orwell-road, Pearce-road, Parliament-road, Parade-road, Parade-terrace, Pitcairn-road, Paterson-road, Rivers-street, Rapiers-street, Salisbury-road, Stanhope-street, Surbiton-road, St. Edmund's-road, Star-lane, Sallows-lane, Springfield-lane, Tovell's-road, Tovell's-street, Vicarage-road, Victoria-road, Wallace-road, Webb-street, Waveney-road, Wall's-court, White Elm-street, and three roads (not named) in Westbourne.

The Company propose to pass or cross over or under the Rivers Gipping and Orwell, and the Stowmarket Canal.

The Company propose to take powers to break up, pass or cross over or under the following railways and tramways:—The Felixstowe Railway, the Great Eastern Railway, and the Tramways of the Ipswich Tramways Company, Limited.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same, at the office of the "Ipswich Journal," Museum-street, Ipswich; and at the office of the undersigned, Sydney Morse, of 4, Fenchurch-avenue, in the city of London, Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, 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 of January, 1896. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated this 18th day of November, 1895.

SYDNEY MORSE, 4, Fenchurch-avenue,
E.C., Solicitor for the above-named
County of London and Brush Provincial
Electric Lighting Company, Limited.

In Parliament.—Session 1896.

Sheffield District and Rotherham Tramways.

(Incorporation of Company; Power to make Tramways in and near Sheffield and Rotherham; Lands for Generating Stations; Powers to Company and Corporation of Sheffield and other Local Authorities as to Lease, Working, and Use of Tramways of Corporation and other Local Authorities and as to Purchase of intended Tramways; Use of Mechanical Power on intended Tramways and existing tramways of Corporation, and Adaptation of existing Tramways for that purpose; Provision for Protection of Works; Running Powers; Power to Purchase Plant and Property of Sheffield Tramways Company; Purchase of Electric Power from other Companies; Agreements; Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to form, lay down, maintain, and use with all proper rails, plates, and conveniences connected therewith the tramways hereinafter described, or some, or one of them (that is to say):—

Tramway No. 1, commencing in South-street Moor by a junction with the existing tramway at Ecclesall-road, and passing thence into and along Ecclesall-road, Rustlings-road, and Oakbrook-road, and terminating in Oakbrook-road at Jenkin Hill.

Tramway No. 2, commencing in South-street Moor by a junction with the existing tramway at Moor Head, and passing thence into and along Moor Head and Pinstone-street, into and terminating in Barker Pool or Fargate at Surrey-street.

Tramway No. 3, commencing by a junction with Tramway No. 2 at its termination, and passing thence into and along Fargate High-street, as proposed to be widened, Market-place, Fruit Market, and Market-street, Fitzalan-square, and terminating in Market-street, Fitzalan-square, opposite the west side of the public waiting rooms.

Tramway No. 4, commencing by a junction with the existing tramway in South-street Moor, near Moor Head, and passing thence into and along Moor Head, Union-street, Norfolk-street, and Market-street, Fitzalan-square, and terminating at the termination of Tramway No. 3.

Tramway No. 5, commencing in Brocco-bank, at Red-lane, and passing thence into and along Clarkehouse-road and Glossop-road, and terminating in Glossop-road at Upper Hanover-street.

Tramway No. 6, commencing in Glossop-road, at the termination of Tramway No. 5, and passing thence along Glossop-road, and into and along Fitzwilliam-street, Devonshire-street, Division-street, and Barker Pool, and terminating in Barker Pool or Fargate, at the termination of Tramway No. 2.

Tramway No. 7, commencing in Glossop-road by a junction with Tramway No. 6, at Regent-street, passing thence into and along West-street, Bow-street, Church-street, and High-street, as proposed to be widened, and terminating by a junction with Tramway No. 3 in High-street at York-street.

Tramway No. 8, commencing in Fulwood-road, at Manchester-road, and passing thence along Fulwood-road, and into and along Whitham-road, Western Bank, Brookhill, Leavy-greave, Hounsfild-road, and Glossop-road, and ter-

minating in Glossop-road by a junction with Tramway No. 5, at its termination.

Tramway No. 9, commencing by a junction with Tramway No. 8 at the junction of Brookhill, Western Bank and Winter-street, and passing thence into and along Winter-street and Crookes Valley-road and terminating in Crookes Valley-road at Harcourt-road.

Tramway No. 10, commencing by a junction with the existing tramway on Lady's Bridge, and passing thence into and along Wicker Nursery-street, Bridge-houses, Mowbray-street, Harvest-lane, Burton-road, Neepsend-lane, Hillfoot Bridge and Penistone-road, and terminating in Penistone-road about 1 chain south-east of the centre of Owlerton Bridge over the River Loxley.

Tramway No. 10A, commencing by a junction with Tramway No. 10 in Harvest-lane and Mowbray-street or one of them near the intersection of those streets, and passing thence into and along Mowbray-street and Neepsend-lane, and terminating in Neepsend-lane by a junction with Tramway No. 10 at Rutland-road.

Tramway No. 11, commencing by a junction with Tramway No. 10 in Nursery-street, about 1-chain south-east of Wicker-lane, and passing thence across the Wicker and into and along Blonk-street, Furnival-road, Exchange-place, and Sheaf-street, and terminating in Sheaf-street, about 1 chain south of Commercial-street.

Tramway No. 12, commencing in Sheaf-street by a junction with Tramway No. 11 at its termination, and passing thence into and along Commercial-street, Fitzalan-square (north side), and Fruit Market, and terminating in Fruit Market by a junction with Tramway No. 3 one chain west of Market-street.

Tramway No. 12A (a junction tramway), commencing by a junction with the proposed Tramway No. 12 in Fruit Market, Fitzalan-square, at a point 1 chain, or thereabouts, south-west of the Haymarket, and terminating by a junction with Tramway No. 13 in the Haymarket, near the south end thereof.

Tramway No. 13, commencing by a junction with Tramway No. 10 at its commencement on Lady's Bridge, and passing along Lady's Bridge, thence into and along Waingate, Haymarket, Fitzalan-square (east side) and Norfolk-street, and terminating by a junction with Tramway No. 4 at the east end of Norfolk-street.

Tramway No. 14, commencing by a junction with the existing tramways in West Bar, at or near the Pack Horse Inn, and passing thence into and along Snig Hill and Castle-street, and into the Haymarket, and terminating by a junction with Tramway No. 13 in the Haymarket.

Tramway No. 15, commencing by a junction with the existing tramways in the Wicker, at or near the viaduct of the Manchester, Sheffield, and Lincolnshire Railway, over the Wicker, and passing thence into and along Spital-hill, Burngreave-road, Barnsley-road, Owlter-lane, and Firth Park-road, and terminating in the Firth Park-road at the southern entrance to Firth Park.

Tramway No. 16, commencing by a junction with Tramway No. 15 in Spital-hill, at a point 2 chains or thereabouts south-west of Carlisle-street, and passing thence into and along Carlisle-street, Carlisle-street East, and Carlisle-road, and terminating in Carlisle-road opposite the Board Schools at Grimesthorpe.

Tramway No. 17, commencing by a junction

with the existing tramways in Attercliffe-road at Pinfold-lane, and passing thence into and along the said Pinfold-lane and Staniforth-road, and terminating in Staniforth-road at the Main-road, Darnall.

Tramway No. 18, commencing by a junction with Tramway No. 11 in Exchange-place at a point $\frac{1}{2}$ chain, or thereabouts, in a northerly direction from Broad-street, and passing thence into and along Broad-street, Duke-street, and Intake-road, and terminating in Intake-road at a point 2 chains, or thereabouts, in a south-easterly direction from Granville-road.

Tramway No. 18A, commencing by a junction with Tramway No. 18 at its termination and passing thence along Intake-road in a south-easterly direction, Elm Tree-hill and the main road in the village of Intake, and terminating in the same main road at a point 1 chain, or thereabouts, north-west of the Primitive Methodist Chapel in the said village.

Tramway No. 19, commencing by a junction with Tramway No. 21 in Abbeydale-road, at Wolseley-road, and thence passing into and along Wolseley-road, Queen's road, Shoreham-street, Pond-street, Station-road, Sheaf-street, and terminating by a junction with Tramway No. 11, at its termination in Sheaf-street.

Tramway No. 19A (a junction tramway), commencing by a junction with the existing tramways in London-road, at a point $1\frac{1}{2}$ chains or thereabouts, north of Chippinghouse-road, and terminating by a junction with Tramway No. 19 in Queen's road, at or near the south-west end thereof.

Tramway No. 20, commencing by a junction with Tramway No. 19 in Station-road, at a point 1 chain, or thereabouts, in an easterly direction from Pond-street, and thence passing into and along Howard-street, Arundel-street, and Surrey-street, and terminating in Fargate by a junction with Tramway No. 3, at a point $\frac{1}{2}$ chain, or thereabouts, from its commencement.

Tramway No. 20A (a junction curve), commencing in Pond-street by a junction with Tramway No. 19, 1 chain, or thereabouts,

south of Howard-street, and terminating in Howard-street by a junction with Tramway No. 20, $\frac{1}{2}$ chain or thereabouts from the east end thereof.

Tramway No. 21, commencing by a junction with the existing tramways in London-road at a point $1\frac{1}{2}$ chains, or thereabouts, north of Ward-place, and thence passing into and along Abbeydale-road, and terminating in Abbeydale-road at a point 4 chains, or thereabouts, south-west of Glen-road.

Tramway No. 22, commencing by a junction with the existing tramways in Tinsley-road, on Attercliffe Common, at a point 1 chain, or thereabouts, south-west of Weedon-street, and thence passing along Tinsley-road and into and along Sheffield-road, West Gate, and Market-place, Rotherham, and terminating in the said Market-place, at Market-street.

Tramway No. 23, commencing by a junction with Tramway No. 22 in West Gate, Rotherham, at Market-place, thence passing into and along High-street and College-street, Rotherham, and terminating in College-street at College-yard.

Tramway No. 24, commencing in College-street by a junction with Tramway No. 23 at its termination, passing thence into and along College-yard, Effingham-street, St. Ann's-road, Don Bridge, Rawmarsh-road, Rotherham-road, Broad-street, Rawmarsh-hill, and High-street, and terminating in High-street, Rawmarsh, at Westfield-road.

The said intended tramways will be situate in the parishes, townships, and places following or some of them (that is to say):—Sheffield, Ecclesall Bierlow, Brightside Bierlow, Attercliffe-cum-Darnall, Upper Hallam, Nether Hallam, Ecclesfield, Handsworth, Rotherham, Tinsley, Brinsworth, Kimberworth, Greasbrough, and Rawmarsh, all in the West Riding of the county of York.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

Tramway.	Name of Street or Road.	Side of Street or Road.	Narrow Places.
No. 1	Ecclesall-road	North ..	Between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains west of Summerfield-street
No. 1	Ecclesall-road	Both ..	Between points respectively 3 chains and 6 chains west of Plumpton-street and between Broomgrove-road and a point $2\frac{1}{4}$ chains west thereof and between points respectively $4\frac{1}{4}$ chains and $7\frac{1}{4}$ chains west of the entrance to the Botanical Gardens and between points respectively $\frac{1}{2}$ a chain east and 2 chains west of Dover-road and between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains west of Botanical-road
No. 1	Rustlings-road	Both ..	Between points respectively $13\frac{1}{2}$ chains and 16 chains east of Dove-lane
No. 1	Rustlings-road	South ..	Between points respectively $1\frac{1}{2}$ chains east and $1\frac{1}{2}$ chains west of Dove-lane and between Oakbrook-road and a point $1\frac{1}{2}$ chains east thereof
No. 1	Oakbrook-road	South ..	Between Rustlings-road and a point $1\frac{1}{2}$ chains west thereof
No. 1	Oakbrook-road	Both ..	Between points respectively $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains east of Jenkin Hill
No. 3	Market-street, Fitzalan-squares	East ..	Between the Fruit Market and a point $2\frac{1}{2}$ chains south thereof

Tramway.	Name of Street or Road.	Side of Street or Road.	Narrow Places.
No. 4	Norfolk-street	West ..	Between Howard-street and a point 3 chains south-west thereof.
No. 4	Norfolk-street	Both ..	Between Surrey-street and Arundel-street and between Mulberry-street and Fitzalan-square
No. 5	Clarkehouse-road.. ..	Both ..	For the whole length of the road
No. 5	Glossop-road	Both ..	Between a point 3½ chains south-west of Tree Root Walk and a point ½ a chain east of Upper Hanover-street
No. 6	Glossop-road	Both ..	Between a point ½ a chain east of Upper Hanover-street and Convent Walk
No. 6	Fitzwilliam-street	Both ..	Between West-street and a point 1½ chains south thereof
No. 6	Devonshire-street.. ..	Both ..	Between Fitzwilliam-street and the east end of Devonshire-street
No. 6	Division-street	Both ..	For the whole length of the street
No. 7	West-street	Both ..	For the whole length of the street
No. 7	Bow-street	Both ..	For the whole length of the street
No. 8	Whitham-road	Both ..	Between Beech Hill-road and a point 1½ chains north-east thereof and between Tree Root Walk and a point 3 chains south-west thereof
No. 8	Leavy Greave	Both ..	Between Brook Hill and Leavy Greave-road
No. 9	Winter-street	Both ..	Between a point 1½ chains south of Sutton-street and West Grove-square
No. 10	Nursery-street	Both ..	Between Wicker-lane and a point 2½ chains north-west of Spitalfields
No. 10	Harvest-lane	Both ..	Between Mowbray-street and a point ½ a chain south-east of Dutch-street
No. 10	Neepsend-lane	Both ..	Between Rutland-road and a point 4 chains north-west thereof and between the entrance to the gasworks and Parkwood-road and between a point 4½ chains north-west of Parkwood-road and a point 2 chains south-east of Fairfield-road and between Hillfoot Bridge and a point 1 chain south-east thereof
No. 10	Penistone-road	West ..	Between Hillfoot Bridge and a point 1 chain north thereof
No. 10	Penistone-road	East ..	Between Grove-square and a point 3 chains south thereof
No. 10	Penistone-road	Both ..	Between Bamforth-street and a point 3 chains south-east thereof and between points respectively 2 chains and 5 chains north-west of Capel-street and between points respectively 3 chains and 6 chains south-east of Owlerton Bridge over the River Loxley
No. 10A	Neepsend-lane	Both ..	Between Percy-street and a point 1½ chains south of Burton-road
No. 13	Waingate	Both ..	Between Bridge-street and a point 1½ chains south thereof
No. 13	Fitzalan-square	West ..	Between points respectively 1 chain and 3½ chains south of Fruit Market
No. 14	Snig Hill	South-west	Between West Bar and the Black Lion Hotel
No. 14	Snig Hill	North-east	Between the Black Lion Hotel and Bank-street
No. 14	Castle-street	South ..	Between a point 1 chain east of Angel-street and Hay-market
No. 15	Spital Hill	Both ..	Between points respectively 4 chains and 8 chains north-east of Savile-street and between Carlisle-street and a point 1½ chains south-west of Hallcar-street
No. 15	Burngreave-road.. ..	Both ..	Between points respectively 1 chain and 3 chains west of Melrose-road and between points respectively 1 chain and 2½ chains north of Christ Church-road
No. 15	Barnsley-road	Both ..	Between Firhill-road and a point 1½ chains south-west thereof
No. 15	Barnsley-road	North-west	Between Crabtree-road and a point 2½ chains north-east thereof

Tramway.	Name of Street or Road.	Side of Street or Road.	Narrow Places.
No. 15	Firth Park-road	Both ..	Between Owler-lane and Page Hall-lane and between a point 1½ chains north-east of Dixon-lane and the entrance to Firth Park
No. 16	Carlisle-street	Both ..	Between Hallcar-street and a point 6 chains north-east thereof
No. 16	Carlisle-street, East ..	Both ..	Between Atlas-street and a point 2 chains north-east thereof and between points respectively 4½ chains and 6½ chains north-east of Carwood-lane and between points respectively 7 chains and 9 chains north-east of Garter-street
No. 17	Pinfold-lane	Both ..	Between points respectively 1 chain north and 1½ chains south of the centre of the bridge over the canal and between Chelmsford-street and a point 2 chains south-east of Selborne-street
No. 17	Staniforth-road	Both ..	Between points respectively 5 chains and 7½ chains east of bridge over railway and between Wilfrid-road and Faranden-road and between Kirk Bridge Dike and a point 2½ chains west thereof and between Whitby-road and a point 2½ chains east thereof and between points respectively 1 chain and 4½ chains west of Main-road, Darnall
No. 18	Broad-street	Both ..	Between Sheaf-street and Duke-street
No. 18	Duke-street	Both ..	Between points respectively 1 chain north and 1 chain south of Norwich-street and between Talbot-road and a point 1 chain north thereof
No. 18	Intake-road	Both ..	Between points respectively 3½ chains and 5½ chains south-east of Fitzwalter-road and between Manor Laiths-road and a point 2 chains south-east thereof and between Granville-road and a point 2 chains north-west thereof
No. 18A	Intake-road	Both ..	Between points respectively 6 chains and 8½ chains north of the entrance to the cemetery and between points respectively 7 chains and 10 chains south of the entrance to the cemetery and between points respectively 9 chains and 12 chains south-east of Spring-lane and between points respectively 2½ chains and 5 chains north-west of the road to Windy House
No. 18A	Intake-road, Elm Tree-hill	Both ..	Between points respectively 3 chains and 5 chains north-west of Elm Tree Inn
No. 19	Shoreham-street	West ..	Between points respectively 4 chains and 6½ chains north of Alderson-road and between Cherry-street and a point 3 chains north thereof and for a length of 3 chains south-west of Leadmill-road
No. 19	Pond-street	Both ..	Between Shoreham-street and Midland Station Hotel
No. 19	Station-road or Sheaf-street	North ..	Between Pond-street and a point 2 chains east thereof
No. 19	Sheaf-street	Both ..	Between Harmer-lane and a point 2 chains south thereof
No. 19	Sheaf-street	East ..	Between points respectively 1½ chains north and 1½ chains south of Pond Hill
No. 20	Howard-street	South-west	Between Arundel-street and a point 1 chain south-east thereof
No. 20	Arundel-street	Both ..	Between Howard-street and Surrey-street
No. 21	Abbeydale-road	Both ..	Between Herschell-road and Wolsley-road and between Steade-road and a point 2 chains north thereof
No. 21	Abbeydale-road	North-west	Between Glen-road and a point 3 chains south-west thereof
No. 22	Sheffield-road, Rotherham	Both ..	Between Bow Bridge and a point 3 chains north-east thereof
No. 22	Westgate	Both ..	Between Sheffield-road and the Market
No. 22	Market-place	Both ..	The whole length of Market-place
No. 23	High-street	Both ..	Between Talbot-lane and Wollgate
No. 24	Effingham-street	Both ..	Between Kenneth-street and a point 2½ chains north thereof
No. 24	Rawmarsh-road	Both ..	Between Don Bridge and Rotherham-road

Tramway.	Name of Street or Road.	Side of Street or Road.	Narrow Places.
No. 24	Rotherham-road	Both ..	Between Rawmarsh-road and Midland-street and between Burton-row and a point 6 chains north thereof
No. 24	Broad-street	Both ..	Between points respectively 3 chains and 6 chains north of Taylor's-lane
No. 24	Rawmarsh-hill	Both ..	Between Netherfield-lane and Westfield-road

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

To authorise the Company from time to time on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the intended Act, to use for moving carriages and trucks upon the intended tramways, and upon any tramways for the time being leased to or run over, worked, or used by the Company, animal power and any electrical (either by the overhead system or other wise) or other mechanical power.

To authorise the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets or roads, or for providing access to any stable or carriage sheds, or works, or buildings of the Company.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, water-courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, telegraphs, telephones, and apparatus within all or any of the parishes or places mentioned in this Notice for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for substituting others in their places, or for the other purposes of the intended Act.

To empower the Company when by reason of the execution of any work affecting the surface or soil of any street, road or thoroughfare or otherwise, it is necessary or expedient to remove or discontinue the use of a tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway, so removed or discontinued to be used or intended so to be.

To empower the Company on the one hand and the authority having the control or management of the streets or roads along which any tramway is intended to be laid, on the other hand to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets or roads, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Company, for all or any of the purposes of their undertaking, to purchase or acquire, by compulsion or agreement, and to hold lands and houses, or easements therein, and to erect offices, buildings, or other conveniences, on any such lands, and in particular to acquire, by compulsion or agreement, and to hold and use for

the purposes of constructing a station, or stations, for generating electric power, the lands hereinafter described, or some of them, together with all water and other rights and easements appurtenant to or used or enjoyed with the said lands, or some part or parts thereof, and to exercise the powers hereinafter mentioned (that is to say):—

Certain lands in the township and parish of Sheffield, lying between and adjoining Commercial-street on the north, Shude Hill on the west, Shude Hill-lane on the south, and Wheel Hill and property belonging to the Sheffield Electric Light and Power Company, Limited, on the south-east and east.

Certain lands in the township of Brightside Bierlow, in the parish of Sheffield, lying on the southern side of and adjoining Attercliffe-road and Savile-street at their junction, and having a frontage to those streets of 100 yards, or thereabouts, and bounded on the south by the centre of the proposed new road called Torworth-road, on the east by property belonging to the Sheffield Union Banking Company Limited, and occupied by Charles Turner, and on the west by property belonging to and occupied by John Drinkwater Robinson, and including the site of Limpool-road, with power to stop up and extinguish all rights of way, and other rights and easements in, over and under, the said road, and to divert or remove any pipes or mains already laid down therein.

To empower the Company to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the intended tramways or any tramways for the time being leased to, or run over, worked, or used by the Company, or for connecting any portions of any such tramways, or for providing access to, or forming connections with, any generating stations, engines, machinery, or apparatus, and for those purposes to raise, alter, remove, and interfere with telegraphic and telephonic wires, posts, and apparatus.

To make provision for preventing injury to any tramways belonging to, or worked or used by the Company, and to any works, carriages, and electrical or other machinery or apparatus connected therewith, and danger to passengers thereon, and if and so far as may be thought fit to extend and apply to injuries to interference with and obstruction of the tramways, works, and property of the Company all or any of the provisions of the Malicious Damage Act, 1861, and to impose in respect of any such injury, interference, or obstruction any punishment or penalty prescribed by that Act, or such other punishment or penalty as the intended Act may define.

To empower the Company to run over, work, and use with their engines, carriages, and trucks for the conveyance and carriage of passengers and

traffic upon such terms and conditions, and subject to such payments as may be agreed upon or prescribed or provided for by the intended Act, so much of the existing tramways of the Mayor, Aldermen, and Citizens of the city of Sheffield (hereinafter called the Corporation) as lies between the junctions therewith of the intended Tramways Nos. 2 and 21, and so much of the said existing tramways as lies between the junctions therewith of the intended Tramways Nos. 13 and 22.

To enable the Company to levy tolls and charges for the use of the intended tramways or any tramways leased to or run over, worked or used by the Company by carriages passing along the same and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates, or charges.

To 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 of the Corporation, and any works and property connected therewith, and any tramway or tramways, and any works and property connected therewith which may have been or may at any time be acquired, constructed, or owned by the Local Authority of any district, as defined by the Tramways Act, 1870, for such periods and upon such terms and conditions as may be prescribed or authorised or provided for by the intended Act.

To alter, amend, extend and enlarge the powers of the Corporation under the Tramways Act, 1870, and the Sheffield Tramways Act, 1872, and of any other such local authority as aforesaid under the Tramways Act, 1870, with respect to the leasing of their tramways and in particular to authorise the leasing of the said tramways or any of them, or any part or parts thereof for longer periods than are prescribed by those Acts.

To provide that notwithstanding anything contained in Section 43 of the Tramways Act, 1870, the powers of any such local authority as aforesaid for purchasing the portions of the intended tramways within the district of such local authority, shall not be exercised for such longer period than 21 years, as may be prescribed or provided for by the intended Act, and in the event of any such purchase to empower the Company to require the local authority to purchase the whole or any part of any generating station, depot, plant or other property of the Company.

To empower the Corporation or the Company with their consent to make such alterations of the existing tramways of the Corporation, or any part or parts thereof, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid, as may be necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid.

To empower the Company and the Corporation and any other such local authority as aforesaid 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 to empower the Corporation and any other such local authority as aforesaid to apply to any of the purposes aforesaid any of their corporate funds or other moneys under their control.

To empower the Company to purchase and the Sheffield Tramways Company to sell upon such terms as may be agreed upon or be prescribed or authorised by the intended Act, all or some of the lands, buildings, stabling, works, carriages, horses,

plant, and materials of and belonging to the Sheffield Tramways Company.

To empower the Company to enter into and carry into effect agreements with any company, body, or person, for the supply by such company, body, or person, of electrical power for the purposes of the intended Act.

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

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as hereinbefore mentioned or otherwise as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter, amend, extend, or repeal all or some of the provisions of the Acts hereinbefore mentioned, and any other Act or Acts relating to the Corporation or the Sheffield Tramways Company.

A notice is hereby given that on or before the 30th day of November instant, plans and sections of the intended tramways and works, and plans of the lands to be acquired, 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 West Riding of the county of York, at his office at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in which such tramways are proposed to be laid or such lands are situate, and 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 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 the 18th day of November, 1895.

ASHURST, MORRIS, CRISP and Co., 17, Throgmorton-avenue, London, E.C.;	} Solicitors for the Bill.
YOUNGE, WILSON and Co., Sheffield,	
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.	

In Parliament.—Session 1896.

Taff and Bargoed Junction Railway.

(New Railways to connect the Llancaich Branch of the Taff Vale Railway with the Taff-Bargoed Branch of the Great Western and Rhymney Joint Railways; Stopping up road in parish of Gelligaer and construction of new road in lieu thereof; Agreements with Great Western, Taff Vale, and Rhymney Railway Companies; Running Powers over part of the said Llancaich Branch; Levying tolls; Incorporation and Amendment of Acts.)

APPPLICATION will 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:—

1. To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain, in the county of Glamorgan, the railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches,

sidings, lifts, staiths, tips (hydraulic or otherwise), machinery, appliances, 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 Llanfabon by a junction with the Llancaich Branch Railway of the Taff Vale Railway at a point thereon about 120 yards south of the south-east corner of St. Cynon's Church, and terminating in the parish of Gelligaer, by a junction with the Taff Bargoed Branch Railway of the Great Western and Rhymney Joint Railways at a point 136 yards, or thereabouts, measuring in a north-easterly direction from the north-east corner of the cottage in the field numbered 1515 on the 25-inch Ordnance Map of the parish of Gelligaer.

A Railway (No. 2) commencing in the said parish of Llanfabon by a junction with the said intended Railway No. 1, at a point about 56 yards, measured in a westerly direction, from the south-east corner of the field No. 25 on the 25-inch Ordnance Map of the parish of Llanfabon, and about 47 yards, measured in a south-easterly direction, from the east corner of the field No. 3 on the same map, and terminating in the said parish of Gelligaer at a point about 207 yards, measured in an easterly direction, from the Bargoed Taff River where the same is crossed by the Taff Vale Extension of the Great Western Railway, and about 71 yards, measured in a southerly direction, from the north-west corner of the cottages called Bontnewydd Terrace.

Which said intended railways and works will be made or pass in, through, or into the parishes and places following, that is to say, Llanfabon and Gelligaer, both in the county of Glamorgan.

2. To stop up and extinguish, in the said parish of Gelligaer, all rights of way over so much of the road leading out of the public highway from Dowlais to Nelson, in the Bargoed Taff Valley, past the northern end of the said cottages, as lies between a point about 40 yards from the said junction with that public highway and a point about 145 yards measured in a south-easterly direction from

the said centre of the said Bargoed Taff River, and in lieu thereof to construct (with all necessary arches, bridges, works, embankments, piers, abutments, approaches, and conveniences) a new road wholly in the said parish, commencing at the last-mentioned point, and terminating by a junction with the said public highway at a point thereon about 200 yards measured in a south-easterly direction from the junction therewith of the first-mentioned road.

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 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.

4. To enable the Company to demand, take and recover tolls, rates, and charges upon or in respect of the intended railways and works.

5. To authorize 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.

6. 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 railway and works, which land is, or is reputed to be, common or commonable land, viz.:—

Work for which the Land will be taken.	Name by which the Lands are known.	Parish in which the Lands are situate.	Quantity within Limits of Deviation.	Quantity Estimated to be taken.
Railway No. 1 ..	{ Graig-evan-leyshon Gelligaer	Llanfabon	a. r. p. 3 0 0	a. r. p. 1 0 0
		Gelligaer	7 2 0	7 0 0

7. To empower the Company, on the one hand, and the Great Western, the Taff Vale and Rhymney Railway Companies, or any one or more of the Companies, on the other hand, to enter into and carry into effect agreements with respect to the working, use, management, and maintenance of the said intended railways 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 railways, and to the cost, charges, and

expenses of such 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 which have been or hereafter may be entered into with reference to the matters aforesaid or any of them.

8. To empower the Company and any Company or person for the time being, working or using the Railway of the Company or any part thereof, 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 railway or portions of railway hereinafter mentioned, viz. :—

So much of the Llancaich Branch Railway of the Taff Vale Railway Company as lies between the junction therewith of the said intended Railway No. 1 and Stormstown Junction, together with that junction.

Together with the stations on the said railway 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 railway and stations.

9. To require the Taff Vale Railway Company to receive, book through, forward, accommodate, and deliver on and from their Undertaking, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the Undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the Taff Vale Railway Company may demand and take upon their undertaking, and to confer exemptions from such tolls and charges.

10. To enable the Company to fix, demand, take, and recover tolls, rates, and charges upon or in respect of the portion of railway stations, and works to be run over and used as hereinbefore mentioned, and to confer, vary or extinguish exemptions from tolls, rates, and charges.

11. 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.

12. 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 extend, amend, vary, and enlarge the powers and provisions of the Local and Personal Act, 6 Will. IV., cap. 82, and the Taff Vale Railway Act, 1873, and any other Act or Acts relating to the Taff Vale Railway Company or their Undertaking, the Local and Personal Act, 5 and 6 Will. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company or their Undertaking, the Local and Personal Act, 20 and 21 Vic., cap. 140, and any other Act or Acts relating to the Rhymney Railway Company or their Undertaking.

On or before the 30th November instant, plans and sections of the intended railways and

works, and of the lands and property in or through which they will be made, 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 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 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.

R. W. WILLIAMS, Cardiff, Solicitor.

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

Board of Trade—Session 1896.

Sale Urban District Council (Electric Lighting).

(The Production, Storage, and Supply of Electricity by the Urban District Council of Sale within the District of Sale; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking up and Interference with Streets and Railways; 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 the Undertaking; the Borrowing of Money; and other Matters.)

NOTICE is hereby given that the Urban District Council of Sale, in the county of Chester (hereinafter called the Council), whose address is the District Council Offices, Sale, 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 Council to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts within the urban district of Sale (hereinafter called the area of supply).

2. To enable the Council to purchase, take on lease, and hold lands, or interests, or 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, and for other the purposes of the undertaking, and to empower the Council to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorise the Council to open, break-up, and interfere with all streets, roads, public places, ways, footpaths, railways, canals, 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 Council to supply, produce, store, convey, transmit or distribute electricity within the area of supply, and to confer all such other powers upon the Council as may be necessary for effecting the objects of the proposed undertaking.

4. To authorise the Council 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 Council to take, collect, and recover rates, rents, and charges for the supply of electricity and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

6. 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.

7. To authorise the Council to enter upon any houses, buildings, or land supplied or proposed to be supplied with electricity for any purposes relating to such supply.

8. To authorise the Council to enter into contracts with companies or persons for the purchase of works, and for the execution and maintenance of works and the supply of electricity, and to relieve the Council from the consequences of any acts or defaults of any such contractors, and to empower the Council 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.

9. To confer upon the Council 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.

10. To empower the Council to borrow money for all or any of the purposes of the Provisional Order, and to charge the moneys so borrowed and interest upon the district fund and general district rate, and to empower the Council to apply any of their funds to any of the purposes of the Provisional Order, and to provide for the disposal or application of the revenue arising from the undertaking.

11. To incorporate with the Provisional Order Section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability), and to extend that section to matters arising under the Provisional Order.

The following are the names of the streets in which it is proposed that electric lines should be laid down within a specified time, namely:—
Oldfield-road, Broad-road, from Oldfield-road to Sale-bridge, School-road, Cross-street, from School-road to Chapel-road.

The Council will seek power by the Provisional Order to break up and place electric lines or other works in, under, over, or along the following streets not repairable by a local authority, bridges and railways, namely:—

Springfield, Springfield-road, Stanley-grove, Friar's-road, Cambridge-street, Sibson-road, Hereford-street, John-street, Elizabeth-street, Benbow-street, Hayfield-street, Wilson-street, Eden-place, Mason-street, Eliza-street, Joynson-street, Bridgewater-street, Egerton-street, Clarendon-road, Wynnstay-road, Orchard-place, Partington-place, King-street, Hesketh-road, Gleave-street, Dalton-street, Meadow-croft, Oliveterrace, Oldfield-road, Lynwood-grove, Brook-street, Bank-street, Earl-street, Britannia-road, Woodland's-road, Stamford-place, Montague-road, Marlborough-road, Thorn-grove, Era-street, Seymour-grove, Baxter-road, Cross-street, Washway-road, School-road, Northenden-road, Marsland's-road, from Washway-road to Brooklands Station, Rookfield-avenue, Whalley-avenue, Charlton-drive, Cheltenham-drive, Clarendon-road, Clarendon-crescent, Jackson-street, Beech-road, Oak-road, Alice-street, Hampson-street, James-street, Wilkinson-street, Talbot-road, Skaife-road, Thorold-grove, Leith-walk, Craven-terrace, Mayfield-avenue, Rutland-lane, Hall-street, New Hall-road, Essex-street, St. Ann's-street, Lindow-street, Gratrix-lane, Baguiey-road, Perseverance-street, Victoria-road, Victoria-drive, Warrener-street, Trinity-road, St. Anne's Church-road, Prince's-road, Alexandra-road, Albert-road, Holly-bank, Holly-grove, Highfield, Norman-road, Poplar-grove, Melrose-avenue, South-grove, West-grove, Parkside-road, Moor-nook, Beaufort-road, Beaufort-avenue, George's-road, The Grove, Heywood-grove, Brooklands-crescent, Brooklands-road, Walton-road, Raglan-road, Sale Heys, Stanley-mount, Brogden-grove, Brogden-terrace, Urban-road, Roebuck-lane, Albion-grove, Palmer-street, Goodier-street, Kelsal-street, Albion-street, Darley-street, Hyde-grove, and Osborneterrace. The bridges carrying Dane-road, Northenden-road, and Marslands-road over the Manchester South Junction and Altrincham Railway, and the Duke of Bridgewater's Canal, and the said Manchester South Junction and Altrincham Railway.

And notice is hereby given that a copy of this advertisement and a map prepared according to the regulations made by the Board of Trade in this behalf, 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, will be deposited on or before the 30th November, 1895, for public inspection, with the Clerk of the Peace for the county of Chester, at his

office at Chester, in the same county, and at the office of the Council, in Sale aforesaid.

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, 1895, and a sufficient number of printed copies of such draft Order will also be deposited on or before that day at the office of the Council, and at the office of the undermentioned Parliamentary Agents, such copies to be furnished at the two last-mentioned places to all persons applying for them, at the price of one shilling each.

When the Provisional Order has been made, the Council will deposit printed copies thereof at the said offices of the Council, and of the said Parliamentary Agents, such copies to be there furnished to all persons applying for them, at the price of one shilling each.

Every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the intended 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 at the same time be sent to the undersigned Solicitors or Parliamentary Agents.

Dated this 13th day of November, 1895.

HENRY DIXON, Clerk,	} To the Sale
TAYLOR, KIRKMAN, and COLLEY, Solicitors,	
} Urban District Council.	
SHARPE, PARKER, PRITCHARDS, and BARHAM,	
2, Bridge-street, Westminster, Parliamentary Agents.	

Board of Trade.—Session 1896.

Bangor (Corporation) Electric Lighting (License). (The Production, Storage, and Supply of Electricity by the Corporation of Bangor within the Borough of Bangor, and places beyond; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking up and Interference with Streets and Railways, &c.; 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 the Undertaking; the Borrowing of Money, and other Matters.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Bangor, in the county of Carnarvon (hereinafter called "the Corporation"), and whose address is the Town Clerk's office, Bangor, intend to apply to the Board of Trade forthwith for a license 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 borough of Bangor, and

So much of the parish of Llandegai as lies between the borough of Bangor and an imaginary line commencing at a point at the bridge carrying the Shrewsbury and Holyhead-road over the River Cegin, in that parish, thence proceeding in a south-easterly direction along the said Shrewsbury and Holyhead-road to a point opposite the Grand Lodge of Penrhyn Park, thence continuing in an easterly direction along the road leading from that lodge to the bridge (Pont Tal-y-bont) carrying the last mentioned road over the River Ogwen, thence proceeding in a northerly direction along the west bank of the said River Ogwen to Capel Ogwen

Bridge, thence in a westerly direction along the northern boundary of Penrhyn Park to the road leading from Aber Cegin to the shore, thence in a north-westerly direction to the end of Port Penrhyn Breakwater to and across the River Cegin in a westerly direction to the boundary of the borough of Bangor, and so much of the parish of Pentir as lies between the borough of Bangor, and an imaginary line commencing at a point at Belmont Cottage, near the boundary of the said borough, thence following the south-easterly boundary-wall of Gorphwysfa Park to Cae'rffos Cottage, situate on the Menai Bridge and Carnarvon-road, and following the said road in a southerly direction to Glyn Ceris tavern, thence in a westerly direction along the private road within Treborth Park, to a point opposite Treborth Hall, thence in an easterly direction to the gasometer in Treborth Park, thence in a northerly direction to the villa known as Ceris, and thence along the sea-shore to the Menai Suspension Bridge, and from thence along the sea-shore to the boundary of the borough of Bangor, and so much of the said parish of Pentir as is known as St. David's Vicarage and Grounds, and which immediately joins the borough of Bangor, all in the county of Carnarvon (hereinafter called "the Area of Supply").

2. To enable the Corporation to purchase, take on lease, and hold lands, or interests, or easements in or over lands, or to appropriate for the purposes of the license 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 the 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, public places, ways, footpaths, railways, canals, 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 under ground, or otherwise, electric lines, conductors, mains, pipes, tubes, wires, posts, street or distributing boxes, meters and 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. The following is a list of the streets not repairable by a local authority within the proposed area of supply, and in respect of which the Corporation propose to take powers to break up, pass over, or interfere with, viz.:—

Port Penrhyn-road, being the road leading from Tanybryn to Port Penrhyn Lodge.

So much of the road as lies between the borough of Bangor and Treborth Lodge, commencing at a point distant 36 chains or thereabouts from the western boundary of the said borough and near Glan Aethwy, and continuing thence along the Menai Bridge-road in the south-western direction past the Menai Suspension Bridge and the Menai Bridge Station of the London and North Western Railway Company to Treborth Lodge.

The road leading from the Shrewsbury and Holyhead-road to the North Wales University College, passing the said College and rejoining the said Shrewsbury and Holyhead road at or near Tanybryn Lodge, a distance of about 250 yards,

including the bridge at right angles to the said road leading up to Penybryn Fa-m.

The new road leading from the Menai Bridge-road near the north-west corner of Brynymor to Plas Gwyn, Prince's-road, Temple-road, Bulkeley-road, Gorad-road, Hwfa-road, Evelyn-road, Fair View-road.

The roads leading down from the Menai Bridge-road to the George Hotel.

The roads within the enclosed village of Llan-degai.

4. To authorise the Corporation to manufacture, purchase, hire, sell, and let lamps, accumulators, motors, dynamos, fittings, plant, machinery, and other matters or things required for the purposes of the license, 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 all streets and parts of streets carried over or under any railway, canal, or navigable river, and to break up or interfere with the following railway and rivers so far as they are situate within the area of supply, namely:—

Railway.

The London and North Western Railway.

Rivers.

Oegin, Adda, Ogwen.

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 land 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 contractors, 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 license, and to confer all other rights and privileges necessary for carrying such objects into effect.

11. To exempt the Corporation from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply, or under such conditions or circumstances as shall be specified in the license.

12. To empower the Corporation to borrow money for all or any of the purposes of the license, and to charge the moneys so borrowed and interest upon the borough fund of the borough, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the license, and to provide for the disposal or application of the revenue arising from the undertaking.

13. To incorporate with the license Section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability), and to extend that section to matters arising under the license.

The names of the streets in which it is proposed

that electric lines shall be laid down within a specified time are as follows:—

Garth-road, from Garth Point to Bank-place.

Tan-y-fonwent, from Garth-road to Waterloo-road.

High-street, from Tan-y-Bryn Lodge to Railway Station.

Glanrafon, from High-street to the Deanery.

Farrar-street, from High-street to Holyhead-road.

Holyhead-road, from Farrar-street to The Outlook.

Ffriddoed-road, from Holyhead-road to Plas Gwyn.

College-road, from Holyhead-road to Meirion-road.

Princes-road, from College-road to Menai-road.

And notice is hereby given, that a draft of the license will be deposited at the office of the Board of Trade on or before the 28th day of November instant, and printed copies of the draft license when deposited, and of the license 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 said 28th day of November, for public inspection, at the office of the Clerk of the Peace for the county of Carnarvon, at Carnarvon, in the said county, at the Town Clerk's office, in the borough of Bangor, and with the clerk to the Ogwen Rural District Council, at his office at the Union House, Bangor.

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 27th day 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 22nd day of November, 1895.

R. HUGHES PRITCHARD, M.A., Town Clerk, Bangor.

ROBERTS and CHUBB, 6, Queen Anne's-gate, 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.)

NOTICE 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, thirdly 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 Botteril 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 1833.

(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 gas-

works of the Company firstly hereinbefore 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 outbuildings 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, Bowlalley-lane,
Hull, Solicitor for the Order.

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

Board of Trade—Session 1896.

Laindon Gas and Water (Provisional Order).
(Application to the Board of Trade for Powers to Construct Gasworks and Waterworks, and to Manufacture and Supply Gas, and to Supply Water Within the Several Parishes or Places of Laindon Hills, Lee Chapel, Laindon, Little Burstead, Great Burstead, inclusive of the Town of Billericay, in the County of Essex; to Lay Mains and Pipes; Break-up Roads, Streets, &c.; Rates and Charges; Supply of Gas and Water; Fittings and Apparatus; Incorporation, &c., of Acts.)

NOTICE is hereby given that application is intended to be made to the Board of Trade for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, for the purposes or some of the purposes following (that is to say):—

To authorise a company to be incorporated in accordance with the rules and regulations of

the Board of Trade, or any other company, corporation, person, or persons to be named in the draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain gasworks and waterworks, and to manufacture and supply gas and residual products arising or resulting from the manufacture of gas, and to supply water within the parishes, extra-parochial or other places following (that is to say):—Laindon Hills, Lee Chapel, Laindon, Little Burstead, Great Burstead, inclusive of the town of Billericay, all in the county of Essex, or any one or more of such parishes or extra-parochial or other places, or some part or parts thereof respectively.

To authorise the Promoters upon the lands hereinafter described to erect, construct, maintain, continue, repair, enlarge, renew, and use gasworks, and works connected therewith, with all necessary buildings, gasholders, receivers, purifiers, retorts, meters, and apparatus, works, and conveniences for the manufacture and storage of gas and residual products, and at such works to manufacture, store, and sell gas coke, culm, tar, oil, pitch, asphaltum, ammoniacal liquor, and other residual products arising or resulting from the manufacture of gas or matters connected therewith, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies.

The lands hereinbefore referred to is a piece or parcel of land containing by admeasurement 2 acres 30 poles or thereabouts, situate in the parish of Laindon, and distant 700 yards or thereabouts, measured in an easterly direction from the Laindon Station of the London, Tilbury, and Southend Railway Company, which said piece or parcel of land was formerly part of the Laindon Station Estate, and now belonging or reputed to belong to Thomas William Tabet and George Davis, bounded on the north by the railway of the London, Tilbury, and Southend Railway Company, and by other lands forming a portion of the Laindon Station Estate, on the west by the road called Marlborough-road, on the south by other land forming part of the Laindon Station Estate and by lands belonging or reputed to belong to and in the occupation of Alfred Markham, and on the east by lands belonging or reputed to belong to and in the occupation of the said Alfred Markham, which said piece or parcel of land forms part of the field numbered 27 on the 25-inch Ordnance map for the said parish.

To empower the Promoters to make and maintain the following works necessary for the supply of water as aforesaid, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, filter beds, and other conveniences and appliances connected therewith respectively (that is to say):—

(1) A well and pumping station with pumping engines, engine and boiler houses, tanks, and other works, buildings, and conveniences to be situate in and upon a piece or parcel of land situate in the parish of Laindon, containing by admeasurement 15 perches or thereabouts, and belonging or reputed to belong to Thomas William Tabet, bounded on the north by a road called Northumberland-avenue, on the west by a road called Hertford-road, on the east by land forming part of the Laindon Station Estate, and on the south by the railway of the London, Tilbury, and Southend Railway Company, which said

piece or parcel of land forms part of the field numbered 18 on the 25-inch Ordnance map for the said parish.

A service reservoir to be situate in and upon a piece or parcel of land containing, by admeasurement, 2 acres 1 rood 20 poles or thereabouts, and belonging or reputed to belong to Thomas William Tarbet, and forming part of a piece of land known as Well Wood, in the parish of Laindon Hills, bounded on the east by Gladstone-road, on the south, west, and north-west by a road called Albemarle-crescent, and on the north by land the property of the said Thomas William Tarbet.

A conduit or line of pipes, commencing in the parish of Laindon, at the well and pumping station hereinbefore described, thence passing into Gladstone-road along and under the same in a southerly direction, and terminating in the parish of Laindon Hills at the service reservoir hereinbefore described; all of which works will be situate wholly in the county of Essex.

To authorise and empower the Promoters for the purposes of their undertaking to effect all or some of the following objects, namely:—

- (1) To deviate laterally from the lines of the intended works to any extent within the limits of deviation defined on the plans to be deposited as hereinafter provided, and vertically from the levels thereof.
- (2) To acquire by agreement, and hold, lands and hereditaments, and from time to time to sell and dispose thereof.
- (3) To lay down and maintain conduits, aqueducts, pipes, culverts, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up or otherwise interfere with, temporarily or permanently, public and private roads, highways, footpaths, streets, pavements, squares, alleys, bridges, public and private passages and places, railways, tramways, tram roads, sewers, drains, and water-courses, telegraph, telephone, and electric lighting wires and other apparatus in the aforesaid parishes and places respectively, and generally to enable the Promoters to carry on the business usually carried on by gas and water companies respectively.
- (4) To enter into and carry into effect contracts and agreements with any county council, urban district council, corporation, sanitary authority, local boards, public bodies, commissioners, and other authorities, and all persons whomsoever for the supply of gas and water in bulk or otherwise within the limits aforesaid upon such terms and conditions as they shall respectively agree upon, and the Order will confer all necessary powers in that behalf upon all such county councils, urban district council, corporations, authorities, local boards, bodies, commissioners, and other persons as aforesaid to apply for the purposes thereof any funds or moneys which they have raised or have power to raise under any Act of Parliament or otherwise.
- (5) To manufacture, purchase, or hire gas and water meters, and gas and water apparatus, and to sell or let the same, and to levy rates, rents, and charges therefor, and for the gas and water supplied by them, and to confer, vary, or extinguish exemptions from payment of rates and rents, to confer, vary, or extinguish other rights and

privileges, and to confer upon the Promoters all necessary powers and authorities for the purposes of the intended Order.

- (6) To acquire and hold patent rights and licences in relation to the manufacture or distribution of gas, and the utilisation of the residual products obtainable therefrom, or the production by any means of artificial light (except electricity).

The Order will contain special provision for the protection of the works, property, and gas and water supply of the Promoters, and for the prevention of the fouling, misuse, or waste of such water, and for imposing penalties in respect of all or any such matters.

The Order will incorporate with itself all or some of the provisions of the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, the Waterworks Clauses Acts, 1847 and 1863, the provisions (except with respect to the purchase and taking of lands otherwise than by agreement, and with respect to the entry upon lands by the Promoters of the undertaking) of the Lands Clauses Acts, and such other matters as may be deemed expedient.

The Order will also confer upon the Promoters the other powers mentioned or referred to in the Gas and Water Facilities Act, 1870, and all other powers usually conferred upon gas and water companies.

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 given that on or before the 30th day of November instant, a map of the lands proposed to be used for the manufacture and storage of gas, and for the manufacture or conversion of residual products arising therefrom, and a plan of the proposed gasworks, and a plan and section of the proposed waterworks, 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 Essex, at his office at Chelmsford, in the said county, and also at the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Order when made, will be supplied to all persons applying for the same at the offices of the undersigned Solicitor and Parliamentary Agents, on payment of one shilling for each copy.

Any company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, London, S.W., on or before the 15th day of January next ensuing, and a copy of such representation or objection must at the same time be sent to the Solicitor or Parliamentary Agents of the Promoters, and in forwarding to the Board of Trade any such representation or objection, 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.

GEORGE DAVIS and Co., 62, Moorgate-street, London, E.C., Solicitors.

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

Board of Trade—Session 1896.

Oldham, Ashton-under-Lyne, Hyde, and District Electric Tramways (Provisional Order).

(Construction of Street Tramways in the Boroughs of Ashton-under-Lyne, in the County of Lancaster, and of Hyde, in the County of Chester, and the Urban Districts of Denton and Audenshaw, and the Rural Districts of Limehurst, and the Districts of the Parish Councils of Waterloo and Bardsley, all in the County of Lancaster; Gauge; Motive Power; Power to Open and Interfere with Streets; Tolls, &c.; Running Powers; Working and other Agreements; Purchase of Land by Agreement, &c.)

A PPLICATION is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order under the Tramways Act, 1870, for the purposes, or some of the purposes, following (that is to say):—

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade or any other Company or Corporation, person or persons, to be named in the draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith or incidental thereto, for working the same by electrical power or any other mechanical power (that is to say):—

Tramway No. 1.

Wholly in the main road leading from Oldham to Ashton-under-Lyne, known as the Oldham-road, commencing at the southern boundary of the borough of Oldham by a junction with the existing tramways of the Corporation of Oldham, and terminating at the northern boundary of the borough of Ashton-under-Lyne, 34 yards or thereabouts northward from Rosevillas.

Tramway No. 2.

Wholly in the Oldham-road, commencing at the point of termination of Tramway No. 1 and terminating 27 yards or thereabouts northward from the southern side of Robinson-lane.

Tramway No. 3.

Commencing in the Oldham-road at the point of termination of Tramway No. 2, passing thence along the Oldham-road and Katherine-street, and terminating therein 6 yards or thereabouts westward from the Oldham-road.

Tramway No. 4.

Commencing in the Oldham-road at the point of termination of Tramway No. 2, passing thence into and along Wellington-road and the open space on the north-eastern side of the Market House, Ashton, and terminating therein in line with the western side of Market-street.

Tramway No. 5.

Commencing in Katherine-street at the point of termination of Tramway No. 3, passing thence along Katherine-street, and the open space on the north-eastern side of the Market House, and terminating therein by a junction with Tramway No. 4 at a point 28 yards or thereabouts from the termination of that tramway.

Tramway No. 6.

Commencing in Katherine-street by a junction with Tramway No. 5, 18 yards or thereabouts eastward from the Town Hall, and passing thence into and terminating in Wellington-road by a junction with Tramway No. 4, 44 yards or thereabouts eastward from Tatton-street.

Tramway No. 7.

Commencing in Katherine-street at the point of termination of Tramway No. 3, passing thence along Katherine-street, Margaret-street, Chester-square, Stockport-road (crossing Trafalgar-square), and Guide-lane, and terminating therein at the southern boundary of the borough of Ashton-under-Lyne, 62 yards or thereabouts northward from Martin-street.

Tramway No. 7A.

In Chester-square, commencing by a junction with Tramway No. 7, 63 yards or thereabouts northward from Bradgate-street, and terminating by a junction with the existing tramways of the Manchester Carriage and Tramways Company 65 yards or thereabouts westward from Margaret-street.

Tramway No. 7B.

In Chester-square, commencing by a junction with Tramway No. 7, 93 yards or thereabouts northward from Bradgate-street, and terminating by a junction with the existing tramways of the Manchester Carriage and Tramways Company 33 yards or thereabouts eastward from the western line of Margaret-street.

Tramway No. 8.

Commencing in Guide-lane at the point of termination of Tramway No. 7, passing thence along Guide-lane and Denton-road, and terminating therein at or near the junction of Denton-road with Ashton-road, at the boundary between the Urban District Council districts of Audenshaw and Denton, 7 yards or thereabouts southward from the Constabulary Police Station.

Tramway No. 9.

Commencing at or near the junction of Denton-road with Ashton-road at the point of termination of Tramway No. 8, passing thence along Ashton-road and Hyde-road, and terminating therein at a point 25 yards or thereabouts westward from Wylde-street.

Tramway No. 10.

Wholly in Hyde-road, commencing by a junction with the existing tramway of the Manchester Carriage and Tramways Company at its termination at Crown Point, Denton, and terminating at the point of termination of Tramway No. 9.

Tramway No. 11.

Wholly in Hyde-road, commencing at the point of termination of Tramways Nos. 9 and 10, and terminating at the county and borough boundary at or near the centre of Broomstairs Bridge.

Tramway No. 12.

Commencing in Manchester-road at its junction with Hyde-road, at the termination of Tramway No. 11, passing thence along Manchester-road, Market-street, Market-place, Hyde (western side), Hyde-lane, and Stockport-road, and terminating therein 100 yards or thereabouts southward from Lilly-street.

The said tramways will be laid throughout as single line, except where as next described they will be laid as double line.

Tramway No. 1.

- (a) Between 11 yards and 88 yards or thereabouts from the commencement of the tramway.
- (b) Between 12 yards and 89 yards or thereabouts southwards from Park-lane-terrace.
- (c) Between 19 yards or thereabouts northward and 58 yards or thereabouts southward from the southern side of the Halfway Public House.
- (d) Between the Black Diamond Public House and 60 yards or thereabouts northward from Glenwood-terrace.
- (e) For a distance of 77 yards or thereabouts southward from the northern end of Glenwood-terrace.
- (f) For 77 yards or thereabouts northward from the Waterloo Tavern.
- (g) Between 126 yards and 49 yards or thereabouts northward from the Dog and Partridge Inn.
- (h) Between 2 yards or thereabouts northward and 75 yards or thereabouts southward from the northern end of Walker-terrace.

Tramway No. 2.

- (a) For 77 yards or thereabouts northward from Daisy Bank.
- (b) Between 84 yards and 7 yards or thereabouts from the termination of the tramway.

Tramway No. 4.

In Wellington-road :

- (a) Between 11 yards and 88 yards or thereabouts eastward from Kent-street.

Tramway No. 5.

In Katherine-street :

- (a) For 77 yards or thereabouts eastward from the western side of Warrington-street.

Tramway No. 7.

In Katherine-street :

- (a) Between 11 yards and 88 yards or thereabouts from the commencement of the tramway.
- (b) Between 84 yards and 7 yards or thereabouts eastward from Margaret-street.

In Chester-square and Stockport-road :

- (c) Between 37 yards and 114 yards from St. Peter's-street.

In Stockport-road :

- (d) For 77 yards southward from William-street.

In Trafalgar-square and Stockport-road :

- (e) Between 110 and 22 yards northward from the Oxford Inn.

In Stockport-road :

- (f) For 77 yards northwards from Birch-street.

In Stockport-road and Guide-lane :

- (g) Between 13 yards north-eastward from the Corporation Arms public-house and 86 yards from the termination of the tramway.

Tramway No. 7A.

For the whole length of the tramway.

Tramway No. 7B.

For the whole length of the tramway.

Tramway No. 8.

In Guide-lane :

- (a) Between 20 yards and 95 yards or thereabouts southward from Providence-street.

In Guide-lane and Denton-road :

- (b) Between Shepley-road and 16 yards or thereabouts southward from Stamford-road.

In Denton-road :

- (c) Between 88 yards and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 9.

In Ashton-road :

- (a) For a distance of 77 yards or thereabouts southward from the centre of Hartford-street.
- (b) Between 9 yards or thereabouts and 86 yards or thereabouts southward from Wilton-street.
- (c) Between 28 yards or thereabouts and 105 yards or thereabouts southward from Walker-street.

Tramway No. 11.

In Hyde-road :

- (a) For 77 yards or thereabouts eastward from the western side of Bond-street.
- (b) For 77 yards or thereabouts westward from Peter-street.
- (c) For 77 yards or thereabouts eastward from St. Anne's-road.
- (d) Between 129 yards and 52 yards or thereabouts from the termination of the tramway.

Tramway No. 12.

In Manchester-road :

- (a) Between 47 yards or thereabouts westward and 30 yards or thereabouts eastward from the centre of the bridge over Wilson Brook.
- (b) Between 34 yards or thereabouts eastward from Wellington-street and 38 yards or thereabouts eastward from Cooper-street.
- (c) For 77 yards or thereabouts eastward from the Navigation Hotel.

In Manchester-road and Market-street :

- (d) Between 7 yards or thereabouts westward from Newton-street and 33 yards or thereabouts south-eastward from Charles-street.

In Hyde-lane :

- (e) For 77 yards or thereabouts north-westward from the south-east side of Reynold-street.
- (f) Between 14 yards and 102 yards or thereabouts south-eastward from Church-street.
- (g) For 77 yards or thereabouts eastward from Haughton-street.

In Stockport-road :

- (h) For 77 yards or thereabouts south-eastward from Meadow-street.
- (f) Between 88 yards and 11 yards or thereabouts from the termination of the tramway.

Narrow Places.

In the following instances the said tramways, or some or one of them, are proposed to be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway.

Tramway No. 1.

In the Oldham-road on both sides :—

- (a) Between 11 yards and 88 yards or thereabouts from the commencement of the tramway.
- (b) Between 12 yards and 89 yards or thereabouts southward from Park-lane-terrace.
- (c) Between the Black Diamond public-house and 60 yards or thereabouts northward from Glenwood-terrace.
- (d) For a distance of 77 yards or thereabouts southward from the northern end of Glenwood-terrace.
- (e) Between the northern side of the Friendship Inn and the Waterloo Tavern.
- (f) For a distance of 75 yards or thereabouts southward from the northern end of Walker-terrace.

Tramway No. 4.

In Wellington-road on both sides:

- (a) Between 13 yards or thereabouts north-westward and 10 yards or thereabouts south-eastward from the south-eastern side of the Horse and Jockey public-house.

Tramway No. 5.

In Katherine-street on the south side:

- (a) For 60 yards or thereabouts eastward from Warrington-street.

Tramway No. 7.

In Katherine-street on both sides:

- (a) Between 11 yards and 88 yards or thereabouts from the commencement of the tramway.

- (b) Between 84 yards and 7 yards or thereabouts eastward from Margaret-street.

In Margaret-street on both sides:

- (c) Between Katherine-street and St. Peter's-street.

In Guide-lane on both sides:

- (d) Between 42 yards or thereabouts southward from Guide Bridge Hotel and 86 yards or thereabouts from the termination of the tramway.

Tramway No. 8.

In Guide-lane on both sides:

- (a) Between Martin-street and Croft-street.
 (b) Between 31 yards or thereabouts northward and 19 yards or thereabouts southward from the southern side of Bridge-street.
 (c) For 50 yards or thereabouts southward from Providence-street.
 (d) For 39 yards or thereabouts northward from Harrop-street.

In Guide-lane and Denton-road on both sides:

- (e) Between Shepley-road and 49 yards or thereabouts southward from Stamford-road.

In Denton-road on both sides:

- (f) For a distance of 88 yards or thereabouts from the termination of the tramway.

Tramway No. 9.

In Ashton-road on both sides:

- (a) From the commencement of the tramway to a point 38 yards or thereabouts northward from Walker-street.
 (b) Between 28 yards and 105 yards or thereabouts southward from Walker-street.

Tramway No. 11.

In Hyde-road on both sides:

- (a) For 77 yards or thereabouts eastward from St. Anne's-road.
 (b) For 30 yards or thereabouts from the termination of the tramway.

Tramway No. 12.

In Manchester-road on both sides:

- (a) For 70 yards or thereabouts from the commencement of the tramway.
 (b) Between 16 yards or thereabouts westward from Alfred-street and 38 yards or thereabouts eastward from Cooper-street.
 (c) Between 14 yards and 77 yards or thereabouts eastward from the Navigation Hotel.

In Manchester-road and Market-street on both sides:

- (d) Between 24 yards or thereabouts eastward from the western side of Newton-street and Howard-street.

In Market-street on both sides:

- (e) For 23 yards or thereabouts south-eastward from Milk-street.

In Hyde-lane on both sides:

- (f) For a distance of 23 yards or thereabouts north-west from Reynold-street.

- (g) Between Chapel-street and the south-eastern side of Dakin-court.

- (h) Between 34 yards and 5 yards or thereabouts westward from Haughton-street.

- (i) Between Haughton-street and Smithy-lane.

In Stockport-road on both sides:

- (j) Between the north-west side of the Ring o' Bells public-house and 8 yards or thereabouts south-eastward from Knight-street.

- (k) Between 27 yards or thereabouts southward from High-street and Smithy-fold.

- (l) Between 88 yards and 11 yards or thereabouts from the termination of the tramway.

The aforesaid tramways will be made or pass from, in, through, or into the parishes, townships, or extra-parochial places following, or some or one of them (that is to say):—

The parishes of Ashton-under-Lyne, Manchester, Bardsley, and Waterloo, all in the county of Lancaster, and the parish of Stockport, in the county of Chester.

The townships of Bardsley, Waterloo, Ashton-under-Lyne, Audenshaw, and Denton, all in the county of Lancaster, and the township of Hyde, in the county of Chester.

Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Provisional Order, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Promoters to work and use the proposed tramways, or any of them, by means of carriages, trucks, and vehicles propelled by electrical power applied on the overhead system or otherwise, or any other mechanical power, and for that purpose, or any purpose, appurtenant or ancillary thereto, to confer on the Promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Order, and in particular power to enter upon and open the surface of and to lay down on, in, under, or over the surface of any street, road, or place, such posts, wires, tubes, mains, plates, boxes, or apparatus. And to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any engines, machinery, or apparatus, or for connecting any portions of such tramways, and to empower the Promoters, for the purpose of working the tramways, to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to any such electrical power.

To empower the Promoters from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the tramways or any of them, or otherwise in the interests of the Promoters or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, stations, works, or buildings of the Promoters, and to enable the Promoters to make junctions and connections of the proposed tramways with any other tramways.

To enable the Promoters to levy tolls, rates, and charges for the use of the tramways, and for the conveyance of passengers and traffic thereon, and upon the tramways to be run over and used as hereinafter mentioned, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to alter existing tolls, rates, and charges, and any exemptions therefrom.

To reserve to the Promoters the exclusive right of using on the proposed tramways, engines and carriages with flange wheels, or wheels specially or particularly adapted to run on a grooved edge or other rail.

To enable the Promoters, with their engines, carriages, and servants, to enter on, run over, and use for the purposes of traffic of all kinds, on such terms and conditions as may be agreed on between the Promoters and the owners of such tramways, or as may be prescribed or provided for by the Order, the tramways hereinafter mentioned, or some part or parts thereof, that is to say:—

The whole or any part of the tramways and works belonging to or leased by the Manchester Carriage and Tramways Company (hereinafter called "the Company"), and the whole or any part of the tramways and works of the Mayor, Aldermen, and Burgesses of the borough of Oldham (hereinafter called "the Oldham Corporation"), together with all stables, carriages, sheds, offices, warehouses, stations, sidings, junctions, machinery, works, and conveniences of or connected with the said tramways respectively.

To enable the Promoters on the one hand, and the Company and the Oldham Corporation, or either of them, 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, construction, and maintenance by the contracting parties of all or any of the respective tramways and works, or any part or parts thereof respectively; the supply of rolling stock, plant, and machinery, and electrical energy or power; the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of the traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Promoters to supply electrical energy for power only for public and private purposes and to make and recover charges therefor, and for those purposes with the consent of the local or road authorities of the respective districts within which such powers are proposed to be exercised, to exercise all or some of the like powers of breaking up streets and otherwise as are proposed to be conferred upon the Promoters for the purposes of working the tramways by electricity.

To empower the Company to enter into and carry into effect agreements with any Company, body, or person for the supply by such Company, body, or person of electrical energy for the purposes of the Order.

To empower the Promoters on the one hand,

and the authorities having respectively the control or management or the duty of directing the repairs of the said streets, roads, and places respectively on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Order, and as to the laying down, altering, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into, or to be entered into, with any such authorities with respect to any of the aforesaid purposes.

To enable the Promoters for the purposes of the proposed tramways to purchase by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To incorporate in the Order, and extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, and all other Acts and Orders (if any) relating to or which may be affected by or interfere with the objects of the intended Order.

And notice is hereby further given that plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall Gardens, London, in the office of the Clerk of Parliaments, House of Lords, and in the Private Bill Office of the House of Commons, and for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester; with the clerk to the County Council of Lancaster, at his office at Preston; with the clerk to the County Council of Chester, at his office at Chester; with the Town Clerk of the borough of Ashton-under-Lyne, at his office in Ashton-under-Lyne; with the Town Clerk of the borough of Hyde, at his office at Hyde; with the clerk of the Urban District Council of Denton, at his office at Denton; with the clerk to the Urban District Council of Andenshaw, at his office in Manchester; with the clerk to the Rural District Council of Lamehurst, at his office at Ashton-under-Lyne; with the clerks to the Parish Councils of Waterloo and Bardsley, at their offices at Ashton-under-Lyne; and on or before the same day a copy of so much of the said plans and sections as relates to each parish in which such tramways are proposed to be laid, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of such parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft of the intended Order when deposited, and of the intended Order when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every company, corporation, or person desirous of making any representation to the

Board of Trade, or of bringing before them any objections respecting the said intended application may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th of January next, and copies of such representation or objections must at the same time be sent to the Promoters, and in forwarding to the Board of Trade such objections, the objectors or their Agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 20th day of November, 1895.

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

In Parliament.—Session 1896.

Westminster Improvements.

(Definition of Undertakers; Transfer to Undertakers of Powers of Westminster (Parliament-street, &c.) Improvement Acts, 1887, 1890, and 1892; Extending Time for Giving of Authority by Board of Trade under Section 2 of above Act of 1892, or, in certain events, Repeal or Modification of that Section; Extension of Time and Revival of Powers for Compulsory Purchase of Lands and Houses, and Completion of Works under above Acts; Power to Undertakers to acquire Further Lands in the Parish of Saint Margaret, Westminster; Stopping-up of Delahay-street; New Street (in substitution thereof) from Charles-street to Great George-street; Repeal, &c., of Provisions of Acts or Agreements restricting taking of Lands, Houses, &c.; 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 and prescribe the person or persons or company by whom the powers and purposes of the intended Act shall be exercised and carried into effect (in this Notice referred to as "the Undertakers"), and, if necessary or thought expedient, to incorporate any such Company.

2. To transfer to and vest in the Undertakers all or some of the powers conferred by the Westminster (Parliament-street, &c.) Improvements Act, 1887 (hereinafter called "the Act of 1887"); the Westminster (Parliament-street, &c.) Improvements Act, 1890 (hereinafter called "the Act of 1890"); and the Westminster (Parliament-street, &c.) Improvements Act, 1892 (hereinafter called "the Act of 1892"), as proposed to be amended and extended by the Bill, with or without modification.

3. If necessary, or thought expedient, to amend Section 2 of the Act of 1892, and to extend the time within which the Board of Trade may give authority for the exercise by a Company registered, or to be registered, as mentioned in the said section of the powers conferred upon the Undertakers by the Acts of 1887, 1890, and 1892, and to empower the Board of Trade to give such authority, within such time as may be prescribed by the Bill, or to sanction, confirm, and give validity and effect to any such authority which may have been, or may be given, conditionally or unconditionally, by the said Board before the passing of the intended Act, and to provide that any such authority so given, or to be given, by the said Board shall, for the purposes of the Acts of 1887, 1890, and 1892, be deemed to be the authority contemplated by Section 2 of the Act

of 1892, or upon proof to the satisfaction of Parliament that a company has been registered for the purposes of the Act of 1887, as amended by the Acts of 1890 and 1892, and is in a pecuniary position which will enable it to carry those purposes into effect, to repeal or modify, if Parliament shall so think fit, so much of the said Section 2 of the Act of 1892 as renders necessary such authority by the Board of Trade as aforesaid.

4. To extend the time limited, and, if necessary, to revive the powers conferred by the Act of 1887, as amended by the Acts of 1890 and 1892, for the compulsory purchase of all or some of the lands and properties authorized to be acquired by the Act of 1887, and lying between Great George-street and Charles-street, and between Parliament-street and Delahay-street.

5. To relieve the Undertakers from any obligation to construct, and to enable them to abandon and relinquish the construction of, the New Streets, No. 1 and No. 2, and the widening of Delahay-street, authorized by the Act of 1887.

6. To extend the time limited by the Act of 1887, as amended by the Acts of 1890 and 1892, for the completion of such of the works authorized by the Act of 1887 as are not proposed to be abandoned by the Bill.

7. To empower the Undertakers to acquire, by compulsion or agreement, further lands and houses in the parish of St. Margaret, Westminster, in the county of London, lying between the lands, houses, and property shown upon the plans deposited for and referred to in the Act of 1887 (hereinafter referred to as "the deposited plans of 1887") on the east, and St. James's Park on the west, and between Charles-street on the north, and Great George-street on the south, including the lands and houses in the last-mentioned street.

8. To authorize the Undertakers to stop up and discontinue for public use Delahay-street, in the parish of St. Margaret, Westminster, aforesaid, in addition to the streets, roads, and places to be stopped up and discontinued for public use by Section 6 of the Act of 1887, and to vest in the Undertakers the site and soil thereof, and to extinguish all public and other rights of way, and other rights in, over, or affecting the same.

9. To authorize the Undertakers to construct a new street (in substitution for Delahay-street to be stopped up as aforesaid), wholly in the parish of St. Margaret, Westminster, aforesaid, to commence by a junction with Charles-street, as proposed to be widened under the powers of the Acts above referred to, at a point about 170 feet eastward from the top of the steps leading from the west end of Charles-street into the Parade of St. James's Park, and to terminate by a junction with Great George-street, at a point about 230 feet distant eastward from Storey's Gate.

10. To authorize lateral deviations from the lines of the intended works to any extent within the limits of deviation to be shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned.

11. To authorize, during the construction of the intended works, the stopping up or interfering with the carriage and footways of any roads or streets which it may be necessary or convenient to stop up or interfere with, and the making of all necessary and convenient junctions

and communications with any such roads or streets, and for that purpose to alter the levels of the same, and remove, or alter, or interfere with any gas, water, or other mains or pipes, telegraphic and telephonic apparatus, sewers, and drains.

12. To authorize the Undertakers to hold, and from time to time to build upon, sell, let on building or other leases or agreements, and otherwise deal with or dispose of, or to raise money upon mortgage, of all or any lands, buildings, or property acquired, constructed, or made by them under the powers of the intended Act.

13. To repeal, vary, or annul all or any of the provisions of the Acts of 1887, 1890, and 1892, and of any agreements made by or on behalf of the Undertakers with the owner, lessee, or occupier of any property shown upon the deposited plans of 1887, by which the right of the Undertakers to purchase or acquire any lands, houses, or property is restricted or suspended.

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

And notice is hereby also given, that plans and sections of the intended new street, and plans of the lands, houses, and property for the compulsory purchase of which powers will be sought by the Bill, together with a book of reference to such plans, 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 London, at his office at the Sessions House, Clerkenwell, in that county, and with the Clerk to the United Vestry of the Parishes of St. Margaret and St. John the Evangelist, Westminster, at his offices at the Townhall, Caxton-street, Westminster. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

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

Dated this 16th day of November, 1895.

MINET, HARVIE, SMITH, and MAY, 4, King William-street, E.C., Solicitors for the Bill.

REES and FREE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1896.

Halifax and District Tramways.

(Incorporation of Company; Construction of Tramways in Halifax and Neighbourhood; Gauge; Motive Power; Generating Stations; Breaking up Streets; Incidental Provisions; Compulsory Purchase of Lands; Agreements with Local Authorities; Patent Rights; Extension of Time within which Company may be required to Sell their Undertaking to Local Authorities, and Amendment or Repeal of Section 43 of the Tramways Act, 1870; Provisions as to Bye-laws and Regulations; Payment of Interest out of Capital; Provisions for Conferring Powers of Bill on Corporation of Halifax, and Authorising them to Raise and Apply Money; Incorporation of Acts; Amendment or Repeal of Acts; and other Powers.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session 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 tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper and necessary junctions, rails, plates, sleepers, posts, tubes, wires, cables, chains, engines, machinery, apparatus, appliances, works, and conveniences connected therewith, and necessary or convenient for or incidental thereto (that is to say):—

Tramway No. 1. A tramway, commencing in Commercial-street at a point 15 links south of the junction of that street with Hall End, passing thence along Commercial-street, Wards End, and Horton-street, and across Church-street, and terminating at the east side of Church-street, at the entrance to the Halifax Old Railway Station bridge.

Tramway No. 2. A tramway, commencing in Commercial-street by a junction with Tramway No. 1 at its commencement, passing thence across Hall End, and along Waterhouse-street, Broad-street, Northgate, and North Bridge, and terminating at the north end of North Bridge.

Tramway No. 3. A tramway, commencing in Waterhouse-street by a junction with Tramway No. 2 at a point 35 links south of the south side and east end of John-street, passing thence along Crossley-street and Northgate, and terminating in Northgate by a junction with Tramway No. 2 at a point 20 links north of the south-west corner of Northgate End Chapel.

Tramway No. 4. A tramway, commencing in Wards End by a junction with Tramway No. 1 at a point $1\frac{1}{2}$ chains west of the centre of the Albert Monument, passing thence along Wards End, Southgate, Corn Market, Princess-street, Crossley-street, and terminating in Crossley-street by a junction with Tramway No. 3 at a point 25 links east of the north-west corner of the Halifax Joint Stock Bank.

Tramway No. 5. A tramway, commencing in Bull-green by a junction with Tramway No. 7 hereinafter described, at a point opposite the south-east corner of the premises occupied by Mr. Scratcherd, passing along Bull-green, George-street, Commercial-street, and terminating in Commercial-street by a junction with Tramway No. 1 at a point 10 links north of the north side and west end of Cheap-side.

Tramway No. 6. A tramway, commencing in Town Hall-street, Sowerby Bridge, at a point opposite the south-western corner of the Town Hall, passing thence along Town Hall-street and Wharf-street, thence along Bolton Brow, Upper Bolton Brow, the Rochdale-road, and terminating at King Cross at a point opposite the centre of the north end of Skiroat Moor-road.

Tramway No. 7. A tramway, commencing at King Cross by a junction with Tramway No. 6 at its termination, passing thence along King Cross, King Cross-road, King Cross-street, Bull-green, Silver-street, and Hall End, and terminating in Hall End at the south end of Waterhouse-street by a junction with Tramway No. 2.

Tramway No. 8. A tramway, commencing in Gibbet-road at a point opposite the east side and north end of Kenyon-lane, passing thence along Gibbet-road, Gibbet-street,

Cow-green, Upper Crown-street, Hall End, and Commercial-street, and terminating by a junction with Tramway No. 1 at its commencement as before described.

Tramway No. 9. A tramway, commencing in Pellon-lane at a point opposite the west side and north end of Spring Hall-lane, passing thence along Pellon-lane into and along Upper Crown-street, and terminating in Upper Crown-street by a junction with Tramway No. 8 at a point 1 chain and 80 links west of a point opposite the north-west corner of the Halifax Commercial Bank.

Tramway No. 10. A tramway, commencing in Main road on the north side of Savile Park at a point opposite the centre of the south end of Savile Park-street, passing thence along Main road, Free School-lane, Heath-road, Skircoat-road, Portland-place, Commercial-street, and Wards End, and terminating in Commercial-street by a junction with Tramway No. 1, 1 chain north of the centre of the Prescott Fountain.

Tramway No. 11. A tramway, commencing by a junction with Tramway No. 10 at a point in Commercial-street 1 chain south of the centre of the Prescott Fountain, passing thence in a north-easterly direction into Wards End, and terminating in Wards End by a junction with Tramway No. 1, 1 chain and 20 links east of the Prescott Fountain.

Tramway No. 12. A tramway, commencing in the Huddersfield-road, at a point opposite the north-east side of and north end of Dudwell-lane, passing thence along Huddersfield-road and Skircoat-road, and terminating in Skircoat-road by a junction with Tramway No. 10 at the boundary line dividing the townships of Skircoat and Halifax.

Tramway No. 13. A tramway, commencing in Commercial-street by a junction with Tramway No. 1, at a point 25 links north of the north-west corner of the General Post Office, passing thence into George-street, and terminating by a junction with Tramway No. 5 at a point in George-street, opposite the north-east corner of the Halifax and Huddersfield Union Bank.

Which said intended tramways 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): Halifax, Northowram, Warley, Skircoat, Sowerby Bridge, and the county borough of Halifax, all in the West Riding of the county of York.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

Tramway No. 1. In Commercial-street, on the east side thereof, for a distance of $5\frac{1}{2}$ chains from the commencement of the tramway.

In Commercial-street, on the east side thereof, for a distance of 3 chains and 20 links, measured in a southerly direction from a point $2\frac{1}{4}$ chains south of the south-west corner of the General Post Office.

In Horton-street, on the south side thereof, for a distance of $13\frac{1}{2}$ chains,

measured in an easterly direction from the west end of the street.

Tramway No. 2. In Waterhouse-street, on the east side thereof, for a distance of 2 chains and 20 links measured in a northerly direction from the south end of Waterhouse-street.

In Broad-street, on the north side thereof, for a distance of $4\frac{1}{2}$ chains, measured in an easterly direction from a point opposite the north-west corner of Wesley Chapel.

In Northgate, on the east side thereof, for a distance of 1 chain and 70 links, measured in a northerly direction, commencing at a point opposite the north side and west end of Victoria-street East.

Tramway No. 3. In Northgate, on the east side thereof, for a distance of 2 chains, measured in a northerly direction from a point opposite the north side and west end of Wade-street.

Tramway No. 4. In Wards End and Southgate, on the east side thereof, for a distance of 2 chains and 60 links, measured in a northerly direction from a point opposite the north side and west end of Shakespeare-street.

Tramway No. 5. In George-street, on the north side thereof, for a distance of 3 chains and 20 links, measured in an easterly direction from the west end of George-street.

Tramway No. 6. In Town-Hall-street, Sowerby Bridge, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point 90 links eastward from the commencement of the tramway.

In Wharf-street, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point opposite the south-west gate of Christ Church.

In Rochdale-road, on the south side thereof, for a distance of 6 chains, measured in an easterly direction from a point 4 chains east of a point opposite the south-east corner of the grounds of Allangate.

Tramway No. 7. In King Cross-road, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point 1 chain west of the centre of the south end of Queen's-road.

In King Cross-road, on the north side thereof, for a distance of 3 chains, measured in an easterly direction from a point $1\frac{1}{2}$ chains east of the centre of Hawthorn-street.

In King Cross-road, on the north side thereof, for a distance of 3 chains, measured in an easterly direction from a point 6 chains and 70 links east of the centre of Hyde Park-road.

In King Cross-street, on both sides thereof, for a distance of 21 chains and 80 links, measured in an easterly direction from a point opposite the west side of the south end of Park-road.

In Bull-green, on the south side thereof, for a distance of 2 chains and 60 links, measured in an easterly direction from a point opposite the north side of the west end of Little-lane.

In Bull-green and Silver-street, on the west side thereof, for a distance of 2 chains, measured in a northerly direction from a point 40 links south of the south-east corner of the White Hart Inn.

Tramway No. 8. In Gibbet-road, on both sides thereof, for a distance of 4 chains,

measured in an easterly direction from the commencement of the tramway.

In Gibbet-road, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point 2 chains and 60 links westward of the centre of the entrance gates to the 33rd Regimental Depot.

In Gibbet-road, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point 2 chains and 20 links east of the centre of Spring Hall-lane.

In Gibbet-road, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point 3 chains west of the centre of Thrum Hall-lane.

In Gibbet-road, on both sides thereof, for a distance of 3 chains, measured in an easterly direction from a point 25 links east of the east side and north end of Eton-street.

In Gibbet-street, on the south side thereof, for a distance of 4 chains, measured in an easterly direction from a point 45 links east of the centre of the north gates of the cemetery.

In Gibbet-street, on the north side thereof, for a distance of $3\frac{1}{2}$ chains, measured in an easterly direction from a point opposite the east side and north end of Villiers-street.

In Gibbet-street, on the south side thereof, for a distance of 5 chains, measured in an easterly direction from a point opposite the east side and north end of Hampden-place.

In Gibbet-street, on the south side thereof, for a distance of 8 chains and 45 links, measured in an easterly direction from a point opposite the east side of the north end of Clarence-street.

In Gibbet-street, on both sides thereof, for a distance of $6\frac{1}{2}$ chains, measured in an easterly direction from a point opposite the east side and north end of Stead-street.

In Upper Crown-street, on the north side thereof, for a distance of 3 chains, measured in an easterly direction from a point 1 chain and 70 links east of the west end of Gibbet-street.

Tramway No. 9. In Pellon-lane, on both sides thereof, for a distance of 4 chains, measured in an easterly direction from the commencement of the tramway.

In Pellon-lane, on the south side thereof, for a distance of 3 chains, measured in an easterly direction from a point opposite the centre of the north end of Dyson-road.

In Pellon-lane, on the south side thereof, for a distance of $1\frac{1}{2}$ chains, measured in an easterly direction from a point 35 links west of the west side and north end of Wadsworth-street.

In Pellon-lane, on the north side thereof, for a distance of 3 chains, measured in an easterly direction, from a point opposite the east side and north end of Voilet-street.

In Pellon-lane, on the north side thereof, for a distance of $1\frac{1}{2}$ chains, measured in an easterly direction from a point 20 links west of the west side and north end of Raglan-street.

In Pellon-lane, on the north side thereof, for a distance of 29 chains and 60 links, measured in an easterly direction from a

point opposite the west side and north end of Colin-street.

In Pellon-lane, on the south side thereof, for a distance of $2\frac{1}{2}$ chains, measured in an easterly direction from a point 1 chain east of the north-east corner of Pellon-lane Board School.

In Pellon-lane, on the south side thereof, for a distance of $2\frac{1}{2}$ chains, measured in an easterly direction from a point 70 links north-west of the north side and east end of Hanson-lane.

Tramway No. 10. In Heath-road, on the east side thereof, for a distance of 3 chains, measured in a northerly direction from a point opposite the north-west corner of Heath Hall.

In Skircoat-road, Portland-place, and Commercial-street, on the east sides thereof, for a distance of $28\frac{1}{2}$ chains, measured in a northerly direction from the boundary line dividing the townships of Skircoat and Halifax.

Tramway No. 12. In the Huddersfield-road, on the east side thereof, for a distance of 3 chains, measured in a northerly direction from a point opposite the north side and east end of Dryclough-lane.

In the Huddersfield-road, on the east side thereof, for a distance of 3 chains, measured in a northerly direction from a point opposite the north side and east end of Stafford-road.

In the Skircoat-road, on the east side thereof, for a distance of $1\frac{1}{2}$ chains, measured in a northerly direction from a point $1\frac{1}{2}$ chains south of the south side of Free School-lane.

2. The tramways are intended to be constructed on the gauge of 4 feet, and it is not proposed to run on either of the said tramways carriages or trucks adapted for use upon railways.

3. The power to be employed for working the tramways will be animal power or electrical (by the overhead system or otherwise), or other mechanical power except steam locomotives, and the mode in which such mechanical power is to be applied for moving carriages or trucks upon the tramways is:—

In the case of electricity such power is intended to be applied by means of the rails of the tramways, and of conductors placed under, on, or above the surface of the streets in connection with a generating station or generating stations, or to be carried with the carriages. In the case of steam, such power is intended to be applied by means of cables, wires, or ropes placed under the surface of the streets and in connection with a stationary engine or stationary engines, and in the case of pneumatic, gas, and oil, or other mechanical power, the power is intended to be carried with the carriages or applied by means of locomotives.

4. To authorise the Company to make and maintain stations for generating electric power, on the lands hereinafter described, or some of them, or some part or parts thereof, respectively, situated in the townships of Halifax and Warley, in the parish of Halifax, in the West Riding of the county of York (that is to say):—

(a) A plot of land, situate in the said township of Halifax, belonging or reputed to belong to John Taylor Ramsden, Esq., bounded on the east by South-parade, on the north by Wellington-street in part, and land belonging or reputed to belong to

John Taylor Simpson and William Simpson, in the remaining part, on the west by Union-street South, and on the south by Hope Hall Mill in part, and premises belonging or reputed to belong to Edwin Cotton in remaining part, and containing by admeasurement 3,900 yards or thereabouts.

- (b) A plot of land, situate in the said township of Halifax, on the east side of Queen's-road, belonging or reputed to belong to the trustees of the late England Bray, Esq., bounded on the north by a new street, on the east by Hammond-street, on the west by Queen's-road, and on the south by Parkinson-lane, containing by admeasurement 4,000 yards or thereabouts.
- (c) A vacant plot of land, in the said township of Halifax, on the west side of Skircoat-road, belonging or reputed to belong to John Taylor Simpson and William Simpson, and bounded on the east by Skircoat-road, on the north by the centre of a private street, and on the west and south by property belonging or reputed to belong to Mrs. Doherty Waterhouse, and containing by admeasurement 2,200 yards or thereabouts.
- (d) A plot of land, in the said township of Halifax, belonging or reputed to belong to Messrs. Hoyle and Shepherd, on the north side of Gibbet-street, bounded on the south by Gibbet-street, on the west by Thrum Hall-lane, and measuring from the corner of Thrum Hall-lane and Gibbet-street 50 yards in a northerly direction, and 50 yards in an easterly direction, and containing by admeasurement 2,500 yards or thereabouts.
- (e) A plot of land, situate in the said township of Halifax, on the south side of West-parade, belonging or reputed to belong to Henry Charles McCrea, Esq., bounded on the north by West-parade, on the south by Wellington-street West, on the east by other land belonging or reputed to belong to the said Henry Charles McCrea, and on the west by premises belonging or reputed to belong to Frederick Green Fleming, Esq., in part, and John Hodgson Wright, Esq., in remaining part, and containing by admeasurement 4,200 yards or thereabouts.
- (f) A plot of land, situate in the township of Warley, in the said parish of Halifax, on the south side of Hollins Mill-lane, and belonging or reputed to belong to the executors of the late James Wood, Esq., bounded on the north by Hollins Mill-lane, on the south by the River Calder, on the west by public baths belonging or reputed to belong to the Sowerby Urban District Council, and on the east by property belonging or reputed to belong to Mr. Alfred Firth, and containing, by admeasurement, 945 yards or thereabouts.

5. To empower the Company, from time to time, to make such crossings, passing-places, deviations, sidings, junctions, curves, turn-outs, turn-tables, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways, or either of them, or for providing access to any stables, carriage-houses, engine-houses, generating stations, buildings, or works of the Company.

6. To authorise the Company to enter upon and open the surface of, and to alter and stop

up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges, ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, and for laying down cables, wires, tubes, ropes, apparatus, works, and conveniences, and for placing posts, brackets, and other appliances, and for other purposes of the Bill.

7. To empower the Company to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the actual working of the said intended tramways or for providing access to or in connection with any engines, machinery, or apparatus, and to empower the Company to erect and maintain all necessary engines, machinery, apparatus, appliances, works, and conveniences.

8. To authorise the Company to purchase by compulsion or agreement the lands above described, and also to enable the Company, for all or any of the purposes of the Bill, to purchase or acquire by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

9. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

10. To provide for and regulate the user by the Company for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

11. To enable the Company, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway, or part of a tramway, so removed or discontinued to be used or intended so to be.

12. To enable the Company and the Mayor, Aldermen, and Burgesses of the county borough of Halifax, and any local authority or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the alteration of the width or levels of any of the said roads or streets, and with respect to the laying down, erecting, placing, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, cables, wires, tubes, ropes, posts, brackets, apparatus, appliances, works, and conveniences connected therewith, and for facilitating the passage of carriages and traffic over or along the tramways, by means of animal, mechanical, or other motive power.

13. To empower the Company to acquire, hold, and use patents and other rights and licences.

14. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Company may be required to sell their undertaking, or any part thereof, to any local authority, and so far as necessary for such purpose, to alter, amend, extend, or to repeal the said Section 43 of the said Act.

15. To make provisions with respect to the use of mechanical power on the tramways, and to provide for the infliction of penalties for any breach of such provisions, or of any regulations to be made by the Board of Trade thereunder, and to confer on the Board of Trade and the Company powers with respect to the making and enforcing of bye-laws and regulations in reference to the use of mechanical power on the tramways, and for all or any of the other objects and purposes of the Bill.

16. To empower the Company to enter into and carry into effect agreements with any corporation, company, body, or person for the supply by such corporation, company, body, or person of electrical power for the purposes of the intended Act.

17. 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.

18. In lieu of incorporating a Company for the purposes of the Bill as hereinbefore mentioned, the Bill may confer the powers of making and maintaining the intended works and carrying out the objects and purposes aforesaid, and other the objects and purposes of the Bill upon the Mayor, Aldermen, and Burgesses of the county borough of Halifax (hereinafter called "the Corporation"), and empower the Corporation to borrow money for all or any of the purposes of the Bill on the security of the borough fund, borough rate, district fund, and general district rate of the borough, and other the funds, rates, and revenues of the Corporation, or any or either of them, and empower the Corporation to apply to the purposes of the Bill any of their funds, rates, and revenues, and alter, amend, extend, and enlarge or repeal, so far as may be necessary for the purposes of the Bill, the powers and provisions of the Halifax Improvement Act, 1853, and of the several other local and personal and public Acts of Parliament relating to or affecting the Corporation, and all other Acts relating to or affected by the objects of the Bill.

19. 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 Tramways Act, 1870, with such variations, modifications, and exceptions as may be deemed expedient, or as may be contained in the Bill.

20. 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 tramways and works, and plans of the lands to be compulsorily acquired under the Bill, together with books of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the parish clerk of the said parish of Halifax, 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

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.

LAND and FOSTER, 13, Wards End, Halifax, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1896.

Manchester Ship Canal.

(Filling up Tidal Openings; Railway on Towing Path in Salford; Acquisition of Lands Compulsorily and by Agreement; Exempting Company from Section 92 of Lands Clauses Consolidation Act, 1845; Altering Point of Discharge of Waters of River Weaver; Embankments on Part of Norton Marsh; Utilising Land at Walton Arches for Deposit of Dredgings; Easement, Compulsorily or by Agreement, on Slopes of Embankments of Railways there; Rates and Charges on Company's Railways; Extension of Provisions of Bridgewater Canals Tolls Order to Tolls on Ship Canal; By-laws for Bridgewater Canals; Power to Company to Fence Docks; Abandonment of and Repayment of Deposit for Branch Railway No. 1, authorised by the Manchester Ship Canal Act, 1885; Extension of Time for Completion of Warrington Dock; Transmission of Dividend and Interest Warrants by Post; Agreements with Corporation of Warrington; Application of Capital; Amendment of Acts; Incorporation of Acts.)

NOTICE is hereby given that the Manchester Ship Canal Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the hereinafter mentioned, or some of the hereinafter mentioned, among other purposes:—

In this Notice the expressions "the Act of 1885" and "the Act of 1890" respectively mean the Manchester Ship Canal Act, 1885, and the Manchester Ship Canal (Tidal Openings, &c.) Act, 1890; the expression "the plans and sections of 1885" means the plans and sections deposited with the respective Clerks of the Peace for the counties of Lancaster and Chester, for the purposes of the Bill for the Act of 1885; the expression "the canal" means the Manchester Ship Canal; the expressions "No. 1 B," "No. 1 G," and "No. 1 H," respectively refer to the several embankments authorised by the Act of 1885, and described by those respective numbers and letters in Section 28 of that Act, and on the plans and sections of 1885; and the expression "tidal opening," when used in connection with the said respective embankments, means those portions of the

said respective embankments referred to under that expression, and described in and authorised to be made by Sub-sections 2 (B), 5 (B), and 6 (B), of Section 4 of the Act of 1890.

1. To empower the Company wholly in the county of Chester, to alter the level of that portion of the said respective embankments, No. 1 B, No. 1 G, and No. 1 H, which constitutes the existing tidal opening in those respective embankments and which three tidal openings respectively have been constructed under the powers of the said Sub-sections 2 (B), 5 (B), and 6 (B) respectively of Section 4 of the Act of 1890, such alteration to be effected by filling up for the whole length thereof in the parish of Eastham the tidal opening in Embankment No. 1 B; in the parishes of Frodsham and Runcorn the tidal opening in Embankment No. 1 G; and in the parish of Runcorn the tidal opening in Embankment No. 1 H.

2. To authorise the Company wholly in the township of Salford, in the parish of Manchester, in the county of Lancaster, to construct on the towing path of the River Irwell a railway, commencing at the westerly side of Trafford-road, at a point about 2 yards south of the north-westerly corner of the northern abutment of the bridge carrying Trafford-road across the old course of the River Irwell, and terminating at the south-east corner of the Company's Dock No. 5, adjoining the Ordsall Soap-works, with all necessary rails, turntables, junctions, appliances, and conveniences, and to constitute the said proposed railway for all purposes, including the levying of tolls, rates, and charges a part of the undertaking of the Company.

3. To authorise the Company for any of the purposes of the Bill to purchase or acquire compulsorily or by agreement, lands (including in that expression where used in this Notice, houses, buildings, and hereditaments) and any easements and rights in, under, or over the same, and in addition to the lands required for the works before mentioned, to enable the Company so to purchase or acquire the following lands (that is to say):—

Certain lands situate in the said township of Salford, forming the site of the towing path of the River Irwell, and to extinguish all rights of way over the said towing path.

4. To exempt the Company from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase parts only of certain properties.

5. To enable the Company to exercise the powers of Section 16 of the Railways Clauses Consolidation Act, 1845, and to deviate from the lines and levels of the said railway to any extent defined by the Bill or prescribed by Parliament.

6. To alter and amend Sub-section (3) of Section 35 of the Act of 1885, so as to provide that the tidal and other waters of the River Weaver, which shall hereafter flow into the canal, may be allowed to flow into the estuary of the River Mersey at some point or points not being below the present outfall of the River Weaver, and at any period of the ebb-tide.

7. To authorise the Company, in the township of Norton, in the said parish of Runcorn, to construct the following embankment on the portion of Norton Marsh which belongs to the Company, namely, an embankment commencing on the northerly side of the new road leading from Runcorn to Warrington, at a point thereon about 5 yards from the easterly side of Randle's Creek, measured in an easterly direction, thence proceeding for

a distance of about 30 yards in a northerly direction along the margin of Randle's Creek, and thence proceeding in a north-easterly direction for a distance of about 230 yards along the margin of the aforesaid portion of Norton Marsh, and thence proceeding in an easterly direction for a distance of about 400 yards alongside the fence of the aforesaid portion of Norton Marsh, and terminating in the flood bank on the easterly side of the aforesaid portion of Norton Marsh.

8. To empower the Company, in order to enable them to utilise their land at Walton Arches, in the township of Warrington, in the parish of Warrington, in the county of Lancaster for the deposit of dredged material from the River Mersey and the Canal, to fill up the space between the embankments of the new railway of the London and North Western Railway Company, being Work No. 17 (Deviation Railway No. 1), described in and constructed by the Company in pursuance of the Act of 1885, and the old railway of the London and North Western Railway Company in the said township, to the level of the edge of the slope of the embankment of the said old railway, such space will be enclosed by an imaginary line drawn parallel with the Lancashire bank of the River Mersey, from a point in the embankment of the said new railway distant about 30 yards from that bank to meet the said edge of the embankment of the said old railway, proceeding thence in a northerly direction along the edge of the said slope for a distance of about 535 yards, thence across to a point in the embankment of the said new railway distant about 525 yards from the first-mentioned point, and thence along that embankment to the said first-mentioned point, and to empower the Company compulsorily, or by agreement with the London and North Western Railway Company, to acquire such an easement on or over the slopes of the said embankments and the land of that Company as may be necessary for the purposes aforesaid.

9. To extend the provisions of Section 6 of the Railway Rates and Charges (Cranbrook and Paddock Wood Railway, &c.) Order, 1893, to all the railways for the time being of the Company.

10. To extend the provisions of Section 28 of the Schedule to the Canal Rates, Tolls, and Charges, No. 2 (Bridgwater, &c., Canals) Order Confirmation Act, 1894, for the recovery of tolls and charges from by-traders on the Bridgwater Canals, to the recovery of all tolls, rates, and charges, and all arrears thereof at any time owing by persons, companies, and bodies in respect of the conveying over any portion of the canal, goods, merchandise, animals, or passengers.

11. To empower the Company to make and enforce by-laws for and in relation to the several canals (including navigations other than the canal) vested in the Company, for the following or some of the following among other matters and purposes, that is to say, the construction, equipment, fitting, loading, unloading, mooring, hauling, towing, and navigating of vessels of every description on the canals, the prevention of nuisances and of obstruction in the waterway or to navigation, the removal of sunken vessels by or at the cost of the owners or persons in charge thereof, the throwing or allowing anything to fall or be washed into the canals, the carriage on the canals of dangerous or explosive substances, and the fishing, bathing in or the taking of water from the canals, and

the Bill will or may extend the powers of Section 198 of the Act of 1885 to and in relation to the canals.

12. To empower the Company from time to time to fence off and enclose their canals, docks, sheds, warehouses, buildings, lands, towpaths, and works, and to confine the access thereto, and to make and enforce by-laws and regulations with respect to such access, and the Bill will or may extinguish all public rights of way over the said docks.

13. To empower the Company to abandon the construction of the Branch Railway No. 1, authorised by the Act of 1885, the powers for the completion of which were revived and extended by the Manchester Ship Canal Act, 1894, and to authorise the payment or transfer to the Company, or as they may direct, of the moneys paid or transferred into the Chancery Division of the High Court of Justice for the purposes of the Act of 1885 in respect of that branch railway.

14. To further extend the time limited by the Act of 1885 and extended by the Manchester Ship Canal Act, 1891, and by the Manchester Ship Canal Act, 1893, for the completion of the Warrington Dock.

15. To authorise the Company to transmit by post to the registered address of any holder of shares, stocks, debentures, or mortgages of the Company the warrants for interest or dividends to which such holder is from time to time entitled, and to provide that such transmission shall be equivalent to a delivery of such warrants to him, and that every such warrant shall be deemed to be a cheque.

16. To empower the Company and the Mayor, Aldermen, and Burgesses of the borough of Warrington to enter into and fulfil agreements for the settlement of all or any questions pending between them, and to schedule to and confirm by the Bill, with or without alteration, any such agreement as may have been, or which during the progress of the Bill may be, entered into for the purpose aforesaid.

17. The Bill will authorise the Company to apply to all or any the purposes of the Bill any capital or funds now belonging to them, or which they are authorised to raise, or which are under the control of the directors of the Company, and will extend the operation of Section 5 of the Manchester Ship Canal (Additional Capital, &c.) Act, 1893, and any other necessary Act, so as to include the purposes of the Bill among the "authorised purposes" in that section referred to.

18. 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 will or may authorise, for any of the purposes of the Bill, the Company, and any body interested therein, to enter into and fulfil contracts and agreements, and will incorporate with itself all or such of the provisions as may be deemed expedient of 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, so far as is deemed necessary or expedient, repeal, alter, and amend the provisions of the following local Acts, that is to say:—The Manchester Ship Canal Act, 1885, and every other Act relating directly or indirectly to the Company or to any canals or navigations forming part of their undertaking, and any other Act which would in any way interfere with any of the objects of the intended Act.

Duplicate plans and sections showing the lines, situation, and levels of the said railway and other works, and the lands and property in or through which they will be made, together with an Ordnance map, with the line of the proposed railway delineated thereon so as to show its general course and direction, and also duplicate plans showing the lands and property intended to be compulsorily taken or over which compulsory easements are sought 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 and property, and a copy of this Notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection, as regards the railway, lands, and property in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston, and as regards the works, lands, and property in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester, 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 said railway 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 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, 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.

GRUNDY, KERSHAW, SAXON, and SAMSON,
31, Booth-street, Manchester, Solicitors.
DYSON and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1896.

Stone, Darenth, and Swanley Tramroads, and Thames Jetty.

(Incorporation of Company; Construction of Tramroads, with a Jetty or Landing Place on the River Thames and other Works in the County of Kent; Gauge; Motive Power; Compulsory Purchase of Lands; Working Agreements with South Eastern Railway Company and the London, Chatham, and Dover Railway Company; Tolls, Rates, and Charges; Power to Dredge, &c.; Exemption of Certain Provisions of Harbours, Docks, and Piers Clauses Act, 1847; Appointment of Pier Master and other Officers; Bye-Laws, &c.; Lease of Lands, Warehouses, &c.; Payment of Interest out of Capital during Construction; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Incorporation and Amendment of Acts; and for other Purposes.)

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

1. To incorporate a Company and to authorise and empower the Company so to be incorporated (hereinafter called "the Company") to make and maintain the tramroads, jetty, or landing place hereinafter described, or some part or parts thereof respectively, together with all proper and sufficient stations, sidings, approaches, bridges, viaducts, tramways, tramroads, rails, sidings, turntables, roads, junctions, buildings, yards, shipping places, sheds, stages, slips, cranes, buoys, moorings, mooring chains, toll houses, toll gates, and other works and conveniences connected therewith (that is to say) :—

A tramroad (No. 1), commencing in the parish of Stone at a point on the river wall 190 yards or thereabouts, measured along such wall in a south-easterly direction, from the eastern side of the outlet of the Stone Great Level Sluice, and terminating in the parish of Lullingstone and Lullingstaine (consolidated), in the field numbered 21 on the $\frac{1}{2500}$ Ordnance map of the said parish, at or near the south-east corner of that field, which said intended tramroad will pass from, in, through, or into the following parishes, townships, extra-parochial, and other places, or some of them (that is to say) :—Stone, Dartford, Hawley, Darenth, Wilmington, Sutton-at-Hone, Axton, Farningham, Eynsford, and Lullingstone and Lullingstaine (consolidated), all in the county of Kent.

A tramroad (No. 2), wholly in the parish of Stone, in the county of Kent, commencing by a junction with Tramroad No. 1, at a point 27 yards or thereabouts, measured in a southerly direction from the ditch forming the northern boundary of the field numbered 101 on the $\frac{1}{2500}$ Ordnance map of the said parish, and 23 yards or thereabouts, measured in an easterly direction from the ditch forming the western boundary of the said field, and terminating in the field numbered 97 on the $\frac{1}{2500}$ Ordnance map of the said parish at or near the south-western corner of that field, near the crossing on the level by the South Eastern Railway (North Kent Line) of the road leading to Cotton Farm.

A tramroad (No. 3), wholly in the parish of Stone, in the county of Kent, commencing in the field numbered 126 on the $\frac{1}{2500}$ Ordnance map of the said parish by a junction with Tramroad No. 1, at a point 40 yards or thereabouts, measured in a south-westerly direction from the point where the public footpath crosses the fence separating the fields numbered 126 and 128 on the $\frac{1}{2500}$ Ordnance map of the said parish, and terminating in an enclosure numbered 202 on the $\frac{1}{2500}$ Ordnance map of the said parish at a point 40 yards or thereabouts north of the Stone Lodge Farm House.

A tramroad (No. 4), commencing in the parish of Stone by a junction with the tramroad No. 1 in the field numbered 210 on the $\frac{1}{2500}$ Ordnance map of the said parish at a point 163 yards or thereabouts, measured in a westerly direction from the fence forming the eastern boundary of the said field, and 143 yards or thereabouts, measured in a northerly direction from the fence forming the southern boundary of the said field, and terminating in the parish of Darenth, on the west side of the road leading from Watling-street, by the Gore Farm to Green-street Green, at a point 83 yards or thereabouts, measured in

a south-westerly direction from the north-east corner of the field numbered 29 on the $\frac{1}{2500}$ Ordnance map of the said parish, which said intended tramroad will pass from, in, through, or into the following parishes, townships, extra-parochial and other places, or some of them, that is to say :—Stone, Dartford, and Darenth, all in the county of Kent.

A tramroad (No. 5), commencing in the parish of Sutton-at-Hone by a junction with Tramroad No. 1, in the field numbered 118 on the $\frac{1}{2500}$ Ordnance map of the said parish, at or near a point near the road, forming the southern boundary of the said field, 53 yards or thereabouts, measured in an easterly direction from the south-western corner of the said field, and terminating in the parish of Wilmington in the field numbered 76 on the $\frac{1}{2500}$ Ordnance map of the said parish at a point 22 yards or thereabouts, measured in a north-easterly direction from the north-east corner of the chalk pit numbered 75 on the said Ordnance map, which said intended tramroad will pass from, in, through, or into the following parishes, townships, extra-parochial, and other places, or some of them, that is to say :—Sutton-at-Hone and Wilmington, all in the county of Kent.

A tramroad (No. 6), commencing in the parish of Eynsford, by a junction with Tramroad No. 1, in the field numbered 52 on the $\frac{1}{2500}$ Ordnance map of the said parish, at a point near the road leading to Petham Court, such road forming the eastern boundary of the said field, 233 yards or thereabouts, measured in a south-westerly direction from the bridge carrying the London, Chatham, and Dover Railway (Sevenoaks Branch) over the said road, and terminating in the parish of Sutton-at-Hone, in the yard at Swanley Junction Station, belonging or reputed to belong to the London, Chatham, and Dover Railway Company, at a point near the engine turntable, in the south-east corner of the said yard, which said intended tramroad will pass from, in, through, or into the following parishes, townships, extra-parochial and other places, or some of them (that is to say), Eynsford, Farningham, Axton, and Sutton-at-Hone, all in the county of Kent.

A jetty or landing place, wholly situate in the parish of Stone, in the county of Kent, aforesaid, commencing at or near the point of commencement of the proposed Tramroad No. 1 before described, and extending thence in a north-easterly direction, upon and over the bed and foreshore of the River Thames for a distance of 300 feet or thereabouts.

2. The gauge of the tramroads will be 4 feet $8\frac{1}{2}$ inches.

3. To enable the Company to use or work on the said tramroads, and on any tramways or tramroads constructed by them on the jetty or landing place, carriages or trucks adapted for use upon railways, moved by steam, electrical, or other mechanical power, or by animal power.

4. Powers will be sought by the Bill to authorise the Company to exercise the following powers or some of them, viz. :—

5. To deviate laterally from the lines of the intended tramroads and works shown on the plans hereinafter mentioned, to the extent

marked thereon, and to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as the Bill may prescribe or seek to authorise.

6. To cross, divert, alter, or stop up and otherwise interfere with, whether temporarily or permanently, all roads, highways foot-paths, pipes, sewers, drains, rivers, streams, bridges, railways, tramways, telegraphs, and other works within or adjoining the before-mentioned parishes, townships, extra-parochial, and other 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 their undertaking.

7. To purchase and take by compulsion or agreement, lands, houses, and buildings, or any estates, rights, interests, or easements in lands, houses, and buildings in the before-mentioned parishes, townships, extra-parochial and other places, and to authorise the Company to purchase so much of any property as they may require for the purposes of the Bill, without being subject to Section 92 of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish any rights or privileges connected therewith, and to confer other rights and privileges.

8. To authorise the Company on the one hand, and the South Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them, on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the construction, working, use, management, and maintenance of the intended tramroads, stations, and works, or any part or parts thereof, and of any part or parts of the railways, stations, and works of the last-mentioned companies, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways and stations of the contracting Companies, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, and division of the tolls, fares, rates, income, and profits arising from such traffic, and the employment of officers and servants, and the Bill will seek to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To levy tolls, rates, duties, and charges for or in respect of the intended tramroads or tramways, jetty or landing place, and works, or any of them, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties.

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

11. To alter, vary, or extinguish all existing rights of way, and other rights, privileges, and exemptions in, over, or connected with any lands, houses, and buildings proposed to be purchased, taken, or interfered with under the powers of the Bill, or which would, or might, interfere with its objects, or any of them.

12. To authorise the Company to deepen, dredge, scour, dig, and excavate any portion of the foreshore and bed of the River Thames, so far as may be necessary for the construction or maintenance of the jetty or landing place, and to remove any rock, sand, mud, or other material.

13. To authorise the Company to appropriate

any rock, sand, mud, and other material so dug or excavated, and to place the same on the outside of the said jetty or landing place as a protection against the river, and generally to use the same for the construction and maintenance of the proposed works.

14. To provide and declare (if it be thought expedient so to do) that the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, with respect to lifeboats, and with respect to keeping a tide and weather gauge, shall not apply to the Company or the jetty or landing place.

15. To appoint and remove pier masters, meters, weighers, and other officers and servants, and to define the limits within which those persons may exercise the powers to be conferred upon them by the Bill.

16. To make, revise, and alter bye-laws, rules, and regulations for the management, use, regulation, and protection of the jetty or landing place, and the regulation and control of the steamers, ships, vessels, boats, and traffic of every description frequenting and using the jetty or landing place, and for the imposition and recovery of restrictions and penalties.

17. To lease or grant the use or occupation of any lands, warehouses, buildings, wharves, sheds, yards, cranes, machines, and other conveniences for such periods, at such rents, and upon such terms and conditions as the Company may think fit.

18. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds, from time to time, interest or dividends on any shares or stock of the Company during the construction of the intended tramroads, and jetty, or landing place and works, or for such other period as may be sanctioned by Parliament.

19. To incorporate with the Bill, with or without amendment, all or some of the following public Acts, viz.:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Tramways Act, 1870; the Lands Clauses Acts; the Harbours, Docks, and Piers Clauses Act, 1847; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and all Acts extending, altering, or amending those Acts.

20. And it is intended, so far as may be requisite for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):—6 Will. IV, cap. 75; 9 & 10 Vict., cap. 305; and all other Acts relating to or affecting the South Eastern Railway Company; and 16 & 17 Vict., cap. 132; 22 & 23 Vict., cap. 54; 23 & 24 Vict., cap. 177; 32 & 33 Vict., cap. 116; and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company.

21. And notice is hereby also given that plans and sections of the intended tramroads, jetty, or landing place and works, showing the situation, lines, and levels thereof, and the lands and property intended to be taken for the purposes thereof, with a book of reference to such plans respectively, and an Ordnance map showing the general course and direction of the intended tramroads, together with a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and on or before the said 30th day of November instant, a copy of so much of the

said plans, sections, and book of reference, respectively, as relates to each parish and extra-parochial place in or through which the said tramroads, jetty, or landing place and works are intended to be made, or in which any lands intended to be taken are situate, together with a copy of this Notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and also where a Parish Council has been constituted for and 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 case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

22. 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.

EDWARD BETTELEY, 14, Finsbury-circus,
E.C., Solicitor.

JORDAN and SON, 3, Victoria-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1896.

Kidderminster and Stourport Electric Tramway. (Incorporation of Company; Construction of Tramways from Kidderminster to Stourport and elsewhere; Electrical or Mechanical Motive Power; Gauge; Purchase of Land by Compulsion or Agreement; Road and Bridge Widening; Tolls, Rates, and Charges; Agreements; Bye-Laws and Regulations; Amendment of Acts; and other Powers in relation to Tramways.)

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 purposes (that is to say):—

To incorporate a Company (hereinafter called "the Company") and to authorise the Company to construct, maintain, work, and use the tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith or incidental thereto, either for working the same by electrical power, in addition to or in substitution for animal power (that is to say):—

Tramway No. 1.

Commencing in the parish of Kidderminster, at a point in the centre of Vicar-street, opposite the centre of the Town-Hall Buildings, Kidderminster, passing thence in a southerly direction along Oxford-street, Bridge-street, New-road, Stourport-road, and Foundry-street, Lombard-street, High-street, and Bridge-street, Stourport, in the parish of Lower Mitton, and terminating in the last-mentioned street, at a point opposite the north-eastern corner of the Bridge Inn, in Bridge-street.

This tramway will be a single line, except between the following points, where it will be a double line, viz.:—

Between a point in Vicar-street, in the parish of Kidderminster, measured 1.00 chain, in a south-easterly direction from the point of commencement of Tramway No. 1 to a point in Oxford-street, in the same parish, opposite the eastern corner of the Birmingham District and Counties Bank.

In New-road, in the parish of Kidderminster,
No. 26683.

between a point in the centre of that road, opposite the western corner of the works of the Carpet Manufacturing Company, Limited, and a point measured along the centre of New-road for a distance of 3.50 chains in a south-westerly direction.

In Stourport-road, in the parish of Kidderminster Foreign, between a point opposite the point of intersection of Northumberland-avenue and Stourport-road, for a distance of 3.50 chains in a northerly direction.

Between a point in Stourport-road, in the parish of Kidderminster Foreign, opposite the south-eastern corner of the Kidderminster Corporation Waterworks Pumping Station and a point in that road at the intersection of the centre lines of Stourport-road and Lisle-terrace.

Between a point in Stourport-road, in the parish of Kidderminster Foreign, opposite the south-west corner of Oldington Wood, and a point in that road opposite the southern corner of land numbered 462 on the Ordnance map.

Between a point in Stourport-road, in the parish of Kidderminster Foreign, opposite the north-eastern corner of the land numbered 580 on the Ordnance map, and a point in that road opposite the B.M. 144.6 shown upon the Ordnance map.

Between a point in Stourport-road, in Upper Mitton, in the parish of Hartlebury, opposite the 3 miles post from Kidderminster, in a south-westerly direction for a distance of 4.50 chains.

Between a point in Stourport-road, in Upper Mitton, in the parish of Hartlebury, opposite the north-east corner of land marked 103 upon the Ordnance map, and a point in that road, 4.50 chains, measured along Stourport-road, in a southerly direction.

Between a point in Stourport-road, in Upper Mitton, in the parish of Hartlebury, 2.00 chains south of the centre of the Great Western Railway Company's level crossing at Stourport, and a point 0.50 chain south of a point in the centre of the Stourport-road, opposite the south-eastern corner of the Feathers' farmhouse.

Between a point in High-street, in the parish of Lower Mitton, 1.50 chain north-east from a point opposite the north-eastern corner of the Bridge Inn, extending therefrom along Bridge-street for a distance of 4.50 chains, in a north-easterly direction.

Tramway No. 2.

Commencing in the parish of Kidderminster Foreign, at the intersection of the centre lines of Spirit-lane, Shorth Heath, and Comberton-road, passing thence in a westerly direction along Comberton-road, Comberton-hill, Worcester Cross, and Oxford-street, and terminating in the parish of Kidderminster at a junction with Tramway No. 1, at the intersection of the centre lines of Oxford-street and Bridge-street.

This tramway will be a single line, except between the following points, where it will be a double line, viz.:—

In Comberton-road, in the parish of Kidderminster Foreign, between the intersection of the centre lines of Spirit-lane and Comberton-road, for a distance of 4.50 chains, measured in a westward direction along the centre of Comberton-road.

In Comberton-hill, in the parishes of Kidderminster and Kidderminster Foreign, between a point in that street opposite the Bench Mark 208.5, measured in a direction west-

ward for a length of 2.50 chains along that street.

Tramway No. 3.—(Single Line.)

Commencing at a point in the parish of Kidderminster, in the centre of New-road, 0.90 chain, north-east of the southern corner of land, numbered 225 on the Ordnance map, and proceeding thence along a road running westward, and which crosses over the River Stour or Mill Pool to the Canal Basin of the Staffordshire and Worcestershire Canal, and terminating in that road at the boundary of the portion of land numbered 217 on the Ordnance map.

The intended tramways will be made and pass from, in, through, or into the following districts, parishes, townships, or extra-parochial places, namely the parish of Kidderminster, in the borough of Kidderminster, the parishes of Kidderminster Foreign, partly within and partly without the urban district of Kidderminster, Upper Mitton and Hartlebury and the parish of Lower Mitton, in the urban district of Stourport, all in the county of Worcester.

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

Tramway No. 1.

In New-road, from the intersection of the centre of Dixon-street and New-road, in a south-westerly direction, to a point in New-road 9.50 chains (incorrectly described in the previous notice as 6.50 chains) from such intersection.

In Stourport-road from a point 0.40 chains west of the centre of the bridge No. 13 over the Staffordshire and Worcestershire Canal for 3.00 chains in a south-westerly direction along Stourport-road.

In Foundry-street for a distance of 5.80 chains in a south-westerly direction from a point in the centre of that street opposite the eastern corner of the Railway Inn.

In Lombard-street for a distance of 8.20 chains in a southerly direction from a point opposite the intersection of the centre lines of Tan-lane and Lombard-street.

Tramway No. 2.

In Comberton-road, between the intersection of the centre lines of Spirit-lane, Shortheth, and Comberton-road, for a distance of 4.50 chains measured in a westward direction along the centre of Comberton-road.

In Comberton-hill between a point opposite the eastern boundary of a house in Malvern-terrace, in that street, numbered 32A, for a distance of 2.50 chains measured in a westward direction.

The tramways are intended to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be authorised by the Board of Trade, with such grooves, plates, or tubes as may be necessary to work the same.

It is not intended to run on the tramways, carriages, or trucks adapted for use on railways.

To authorise the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footways, pavements, watercourses, bridges, sewers, drains, waterpipes, gaspipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this

notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of this Bill, to purchase or acquire, by compulsion or agreement, lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveniences, or any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property.

And in particular to enable the Company to purchase or acquire by compulsion or agreement the following lands for the purposes of a generating station, or other the purposes of their undertaking, namely:—

That portion of land in the parish of Kidderminster, No. 217 on the Ordnance map, and bounded on the east by the River Stour or Back Brook, on the west by the towing path of the Staffordshire and Worcestershire Canal, on the north by Caldwell Hall, and on the south by the wharf belonging to the Staffordshire and Worcestershire Canal Company.

To authorise the making of the following works, or some of them, in the parish of Kidderminster; in the borough of Kidderminster and the parishes of Kidderminster Foreign, Upper Mitton, and Hartlebury, namely:—

To widen the following streets, roads, and bridges within the limits shown upon the plans deposited for the purposes of the Bill, viz. —

To widen to 33 feet between the parapets the bridge in the New-road, in the parish of Kidderminster, over the River Stour or Back Brook, the centre of which is marked on the Ordnance map by B.M. 1081 and to take land for this purpose on the right and left banks of the said stream;

To widen to 33 feet between the parapets Caldwell Bridge in New Road, in the parish of Kidderminster, over the overflow race from the River Stour or Mill Pool, on the western side, and to acquire land for this purpose on the right and left banks of the said stream;

To widen to 33 feet between the parapets the bridge in the parish of Kidderminster over the River Stour or Back Brook adjoining Canal Bridge on the Stourport-road, and to acquire land on the right and left banks of the said river on the north and south sides of the said bridge.

To widen to 33 feet between parapets Bridge No. 13, in the parish of Kidderminster, on Stourport-road, crossing the Staffordshire and Worcestershire Canal, and to acquire land on the east and west sides of the said canal, and on the north and south sides of the said bridge:

To widen Stourport-road on the western side, between a point in the parish of Kidderminster Foreign, 4.50 chains north of a point in that road opposite the north-western corner of Oldington Wood, and the southern corner of a portion of land numbered 4 on the Ordnance map in Upper Mitton, in the parish of Hartlebury, which latter corner is distant 6.80 chains from the 3-mile post from Kidderminster:

To widen Stourport-road on the eastern side between the north-western portion of land

marked 66 on the Ordnance map (Upper Mitton, in the parish of Hartlebury), and the south-western corner of the said land; To widen Stourport-road on the western side between the north-east and south-east corners of land marked 108 on the Ordnance map (Upper Mitton, in the parish of Hartlebury).

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.

To empower the Company from time to time and either temporarily or permanently, to make, maintain, alter, remove, or abandon, such tramways, crossings, passing places, deviations, sidings, junctions, curves, turnouts, turntables, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the Company's tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, engine houses, generating stations, stationary engines, works or buildings of the Company.

To empower the Company to work and use the proposed tramways, or any of them, by means of engines, carriages, trucks, and vehicles propelled by electrical power, and either in addition to or in substitution for animal power, such electrical power to be applied by means of direct distribution from a central generating station or stations, to be made or constructed within limits not exceeding 200 yards from the said tramways, and for that purpose, or any purpose appurtenant or ancillary thereto, to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and, in particular, power to enter upon and open the surface of, and to lay down on, in, under, or over the surface of any street, road, or place such posts, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes or ways, on, in, under or over any such surface as may be necessary or convenient either for the actual working of the tramways or for providing access to, or in connection with, any engines, machinery, or apparatus, and to empower the Company, for the purpose of working the tramways, to erect engines and machinery, and to empower the Company to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical power.

To enable the Company to levy tolls, rates and charges for the use of the tramways and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates and charges and to alter existing tolls, rates or charges and any exemptions therefrom.

To empower the Company on the one hand and the Corporation of Kidderminster, the Worcestershire County Council, the Urban District Council of Stourport, and any trustees or other bodies corporate or persons, or any of them having respectively the control or management, or the duty of directing the repairs of the said streets, roads, and places respectively on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and in particular as to the widening of streets, roads, or bridges, and the contribution by such authorities or any of them to the expense thereof, and as to the laying down, altering, maintaining, renewing, repairing, and working, and the using by the Company of the proposed

tramways, and the rails, plates, sleepers, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into, or to be entered into, with any such corporation, authorities, trustees, bodies corporate, or persons with respect to any of the aforesaid purposes.

To empower the Board of Trade from time to time to make, and the Company to enforce, bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars, and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Bill.

To incorporate in the Bill, and extend and apply to the intended tramways and works, all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, the Electric Lighting Acts, 1882 and 1888, and all other Acts of Parliament and Orders of the Board of Trade, if any, relating to or which may be affected by or interfere with the objects of the Bill.

And notice is hereby further given that plans and sections in duplicate of the proposed tramways and works and also a plan in duplicate showing the lands which may be taken for other purposes under the compulsory powers of the Bill, with a book of reference to such plans 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 Worcester, at his offices in the city of Worcester, 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 districts, parishes, townships, or extra-parochial places from, in, through, or into which the proposed tramways and works, or any part of them will be made or pass, or in which any lands to be taken under the powers of the Bill are situate; and also a copy of the Notice as published in the London Gazette will be deposited for public inspection as follows:—With respect to the borough of Kidderminster and that part of the parish of Kidderminster Foreign which is situate within the urban district of Kidderminster with the town clerk of the borough, at his office at Kidderminster with respect to the district of Stourport with the clerk of the Urban District Council of Stourport, at his office at Stourport.

And notice is also given, 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 districts, parishes, townships, or extra-parochial places from, in, through, or into which the proposed tramways or works, or any part of them, will be made or pass, or in which any lands to be taken under the powers of the Bill are situate, and also a copy of the Gazette Notice will, on or before the said 30th day of November inst., be deposited for public inspection, in the case of each of the parishes of Kidderminster and that part of the parish of Kidderminster Foreign which is situate within the urban district of Kidderminster and Lower Mitton, with the parish clerk of each such parish, at his office or residence, as the case may be, and in the case of each of the parishes of Kidderminster Foreign so far as it is not within

the said urban district of Kidderminster, Upper Mitton, and Hartlebury, with the clerk of the parish council of each such parish at his office or residence as the case may be, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his office or residence.

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

Dated this 14th day of November, 1895.

IVENS and MORTON, Kidderminster,
Solicitors.

WALTER WEBB and Co., 23, Queen-
Victoria-street, London, E.C., Parlia-
mentary Agents.

Board of Trade.—Session 1896.

Electric Lighting Acts, 1882 and 1888.

Lincoln Electric Lighting.

(Power to the County of London and Brush Provincial Electric Lighting Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the County of the City of Lincoln; to construct Works; to lay down Wires, and other apparatus; and to break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the County of London and Brush Provincial Electric Lighting Company, Limited, of Moorgate-court, Moorgate-place, in the City of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the County of the City of Lincoln (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, 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 lay down, set up, maintain, renew or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, 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 Company as may be necessary for affecting the objects of the proposed Undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electricity, electrical power and energy.

To authorise the Company to manufacture, hire, sell, and let meters, fittings, and other matters, or things required for the purposes of the said Order.

To enable the Company, 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 fulfil agreements as to the supply 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, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all, or any, of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been, or may be, made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed Undertaking and works, and to the Company as undertakers of the same and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would, or might, interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down in the following streets within a period of two years after the commencement of the Order: From Newport Arch along Bailgate, Steep-hill and High-street, to Alfred-street, opposite St. Peter's-at-Gowt's Church; Silver-street, from High-street to Broadgate; from High-street, through Guildhall-street and Newland, to Lucy Tower-street.

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: Foster-street, Vernon-street, Dixon-street, Cranwell-street, Derby-street, Milton-street, Thesiger-street, Norris-street, Arthur-street, Cross-street, Lime-grove, Walnut-place, Stanley-place, Palmer-street, St. Andrew's-place, Archer-street, Sincil-bank, Baker-street, Tennyson-street, Bedford-street, Ashlin-street, Spital-street, St. John's-road, St. Giles'-road, Stonefield-avenue, the Grove, Cromwell-street, Eastbourne-street, Winn-street, Temple-street, Temple-gardens, Peel-street, Allison-street, Lumley-place, Longsdale-place, Lancaster-place, Montague-terrace, Richmond-road.

The river and canals which the Company proposes to take powers to pass or cross over or under, is as follows:—

The River Witham.
Foss Dyke.
Brayford Sincil Dyke.

The railways and tramways which the Company propose to take power to break up, pass, or cross over or under, are as follows:—

The Great Northern Railway.
The Great Eastern Railway.
The Manchester, Sheffield, and Lincolnshire Railway.
Midland Railway.
The Tramways of the Lincoln Tramways Company Limited.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same at the office of the Lincolnshire Chronicle and General Advertiser, 259, High-street, Lincoln, and at the office of Sydney Morse, of 4, Fenchurch-avenue, in the city of London, Solicitor. Every local or other public authority, company or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, 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 of January, 1896. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 19th day of November, 1895.

SYDNEY MORSE, 4, Fenchurch-avenue, E.C., Solicitor for the above-named County of London and Brush Provincial Electric Lighting Company, Limited.

In Parliament.—Session 1896.

Metropolitan Railway Company.

Powers to Company to widen portion of their Railway in the County of Middlesex; Powers to Company and Great Western Railway Company as to works at Aylesbury Station and Agreements with reference thereto; Further powers to Company as to works, footpaths and lands in the Counties of Buckingham and Middlesex; Power to acquire lands in London for ventilating Railway; Powers as to buildings at Moorgate Street Station; Agreements with the London and North Western Railway Company as to alterations at Verney Junction Station; Confirmation of Agreement relating to Hammer-smith and City Railway; Application of funds by Company and Great Western Company; Amendment of Acts.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Metropolitan 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 in the parish of Harrow-on-the-Hill in the county of Middlesex the widenings of the portions of their existing railway hereinafter described with all proper junctions, sidings, stations, approaches, roads, works and conveniences connected therewith (that is to say):—

A Widening, No. 1, between the bridge over the said railway at the junction of Pinner-

road and Besborough-road and a point 210 yards or thereabouts east of the bridge carrying Peterborough-road over the said railway.

A Widening, No. 2, between a point 145 yards or thereabouts west of the last-mentioned bridge and a point 90 yards or thereabouts east of the bridge carrying Preston-road over the said railway.

To authorise the alteration and deviation of, and the construction, laying down and maintenance of additional rails and the alteration of the existing rails in and upon so much of the railways of the Company and the Great Western Railway Company (hereinafter called "the Great Western Company") or either of them in the parish of Aylesbury-with-Walton in the county of Buckingham as lies between the bridge carrying Hartwell-road over the Company's railway and a point 160 yards or thereabouts north-west of the bridge carrying Stoke-lane over the Company's railway, and the alteration, re-arrangement and re-construction of the joint station at Aylesbury of the Company and the Great Western Company, and the rails, platforms, junctions, points, sidings, buildings, offices, works and conveniences of, or belonging to the Company and the Great Western Company or either of them in or connected with the said station, and in connection therewith to authorise the construction of a new road in the said parish of Aylesbury-with-Walton commencing by a junction with the Hartwell-road at a point 50 yards or thereabouts south-west of the bridge carrying that road over the Company's railway, and terminating by a junction with the Friarage Path at a point 40 yards or thereabouts south-west of the foot-bridge carrying the said path over the joint railway of the Company and the Great Western Company. All which said works in the parish of Aylesbury-with-Walton are hereinafter referred to as "the works at Aylesbury."

To authorise the purchase and acquisition by compulsion or agreement and the holding of lands (in which term houses and buildings are included) in the said parishes, townships and places for the hereinbefore mentioned purposes and other purposes of the intended Act.

To provide for the execution of the works at Aylesbury and the exercise of the powers of acquiring lands and otherwise relating thereto, or some of them, by the Company and the Great Western Company jointly or separately or partly by one of those Companies, and partly by the other of them, and for the payment by the said Companies respectively of such proportion of the cost of carrying out the same as may be agreed upon or be prescribed or determined by or under the provisions of the intended Act and to provide for the vesting of the works at Aylesbury and the lands held, or to be acquired, in connection therewith, in whole or in part in the Company, and the Great Western Company jointly or in one or both of the said Companies solely, and to empower the said Companies, or either of them, to enter into, and carry into effect, agreements with reference to all or any of the matters aforesaid, and with respect to the construction, use, management and maintenance, of the joint station, and the rails, platforms, junctions, points, sidings, buildings, offices, works, and conveniences in, or connected therewith, and to confirm, or give effect to, any such agreement which may have been, or may be, entered into, prior to the passing of the intended Act, and if

necessary or expedient to vary, enlarge, extend, alter, or rescind, all or some of the provisions of the Agreement dated the 6th day of December, 1866, and made between the Wycombe Railway Company and the Aylesbury and Buckingham Railway Company, as to the construction and use of the said joint station.

To empower the Company to execute the works, and exercise the powers hereinafter mentioned, that is to say:—

To alter and divert in the parish of Quainton, in the county of Buckingham, so much of the public road from Quainton to Waddesdon, which crosses the Company's railway on the level at the Quainton-road Station on that railway as lies between points respectively 130 yards or thereabouts north-east, and 130 yards or thereabouts south-west of the said railway, and to carry the said road, when diverted over the railway, by means of a bridge.

To stop up and discontinue, and to extinguish all rights of way over both or one of the occupation level crossings over the Company's railway which are situate in the parish of Quainton in the county of Buckingham, and are respectively distant 310 yards or thereabouts, and 385 yards or thereabouts, west of the bridge carrying the public road from the hamlet of Shipton Lee to Waddesdon over the said railway, and to make provision for determining which of the said level crossings shall be so stopped up, and the terms and conditions upon which the said level crossings, or one of them, shall be so stopped up, and to authorise and to confirm, or give effect to, agreements between the Company and all or any of the parties interested in the said level crossings with respect to the matters aforesaid.

To stop up and discontinue, and to extinguish all or some of the rights of way (if any) over the level crossing of the Company's railway at or near the point where that railway is intersected by the boundary between the parishes of Fleet Marston and Waddesdon in the county of Buckingham.

To stop up and discontinue, and extinguish all rights of way over the public footpath which crosses the Company's railway and traverses the fields numbered 102 and 115 on the 25-inch Ordnance map of the parish of Waddesdon, in the county of Buckingham, and in lieu thereof, to make a new footpath across the said fields, and across the Company's railway at a point two and a-half chains, or thereabouts, north-westward of the point at which the existing footpath crosses that Railway.

To stop up and discontinue, and extinguish all rights of way over so much of the footpath in the parish of Willesden in the county of Middlesex leading from the High-road, Willesden Green, to Sherrick Green, as lies between the present western termination of Chapter-road and the new road belonging to the Company, situate on the north side of their railway and running parallel thereto, and in lieu thereof to make a new footpath in the same parish between the southern side of the railway bridge at the northern end of Churchill-road, and a point on the said new road 180 yards or thereabouts from its eastern termination.

To stop up and discontinue, and extinguish all rights of footway over the Company's property in the parish of Rickmansworth in the county of Hertford, between the public road from Rickmansworth to Croxley Green and the River Chess, and to substitute therefor as public footpaths, the footpaths already constructed by the Company along and on each side of the

Company's railway and leading into the said public road.

To stop up and discontinue and extinguish all rights of way over the footpaths in the parishes of Amersham and Little Missenden in the county of Bucks, leading from a point in the public road from Amersham to Little Missenden near the house called The Limes to Bray's Lane and Bray's Green.

To empower the Company to purchase and acquire by compulsion or agreement and to hold lands (in which term houses and buildings are included) in the parishes and places hereinbefore mentioned for the purposes of the intended Act and also the lands hereinafter described or some of them (that is to say):

Certain lands in the parish of Quainton in the county of Buckingham lying on both sides of and adjoining the Company's railway and west of and near to Quainton-road station and belonging to or reputed to belong to the Worshipful Company of Ironmongers, John Baker, and others, and Mrs. Maria Sarah Parrott, and others respectively and in the respective occupations of George Markham, John Baker and others, and James Hammond.

To empower the Company to purchase and acquire by compulsion or agreement and to hold the lands (in which term houses and buildings are included) hereinafter described or referred to or some of them, and to make and maintain thereon openings for ventilating their Railway and such other works as may be deemed necessary or expedient for the purposes of ventilation.

The lands hereinbefore referred to are situate in the county of London, and are—

Certain lands in the parish of Paddington situate on the northern side of South Wharf-road in the respective occupations of Albert John Tatham, The Buscot Park Dairy Company, Thomas Bell Wylic, Charles Forster, and George Horn, also on the north side of South Wharf-road, and Praed-street, being stables and premises in the occupation of the Company, and also on the south side of Praed-street and between Sale-street, and Junction-place.

Certain lands in the parish of St. Marylebone situate in the Marylebone-road and being Nos. 130, 132 and 134 on the north side of that road, also Nos. 49 and 51 on the south side of that road, also No. 54, Upper Baker-street, on the west side of that street, also No. 32, York-place, Baker-street, on the west side of that place:

Certain lands in the same parish known as "The Lodge," on the north side of the Marylebone-road in the occupation of Henry Francis Brown:

Certain lands in the same parish in the Euston-road, and being Nos. 410, 412, 414, 416, 418, 420, 422, 424, 428, 430, 432, 200, 202, 204, 206, 208, 210, 212, 110, 112, 114, and 116 on the north side of that road, also Nos. 379, 381, 195, 197, 199, 201, 203, 205, 207, 123, 125, 127, 129 and 131 on the south side of that road, also Nos. 369, 371, 373 and 375, or parts thereof on the south side of that road, and also No. 140a Cleveland-street on the east side of that street, and also 177, Cleveland-street, on the west side of that street.

To empower the Company upon the lands now belonging to them to extend and enlarge their station at Moorgate-street and the buildings in

course of construction thereon, and to complete and maintain the same and other buildings on the site of the said station buildings or any part or parts thereof, in such manner and for such purposes as they may think fit or as may be authorised or prescribed or provided for by the intended Act.

To empower the Company and the London and North Western Railway Company (hereinafter called "the North Western Company") from time to time to enter into and carry into effect, vary and rescind agreements with respect to the alteration, construction and maintenance of any junction or junctions between the Railways of the said Companies at Verney Junction Station, and with respect to the alteration, re-construction, use, management and maintenance of the said station, and the platforms, sidings, works, and conveniences of the said Companies thereat, and to confirm or give effect to any such agreement or agreements which may have been made prior to the passing of the intended Act.

To authorise deviations from the lines and levels of the intended works to the extent authorised by the intended Act, and whether in either case within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845, and the crossing, stopping up, altering or diverting, temporarily or permanently, of railways, tramways, highways, roads, streets, canals, water-courses, rivers, streams, drains, sewers, pipes, wires, and telegraphic, telephonic or other electrical apparatus within the parishes or places aforesaid, which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To make provision for extinguishing all rights of way over and for vesting in the Company the site and soil of any road or footpath proposed to be diverted or stopped up under the powers of the intended Act, and for the repair of any new or diverted road or footpath in the same manner as other roads or footpaths in the same parish or otherwise as may be prescribed by the intended Act.

To authorise the purchase and acquisition of part only of any property without the Company or Companies purchasing the same being compelled to take the whole thereof, and to exempt the said Company or Companies from the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands authorised to be purchased or acquired under the provisions of the intended Act.

To authorise the levying of tolls, rates, and charges upon or in respect of the intended widenings, and other works, and to alter the tolls, rates and charges which are now authorised to be taken, and to confer exemptions from the payment of such tolls, rates and charges respectively.

To confirm and give effect to a Memorandum of Agreement dated the 27th June, 1861, with respect to the traffic arrangements and division of receipts of the Hammersmith and City Railway, and to make the same binding in perpetuity or for such period as may be prescribed by the intended Act upon the Company and the Great Western Company as joint owners of the Hammersmith and City Railway, and to authorise, confirm, and give effect to further agreements between the said parties with respect to the matters aforesaid.

To empower the Company and the Great Western Company respectively or either of them to apply to all or any of the purposes of the intended Act any capital or funds belonging to them respectively or which they have power to raise.

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

And it is intended to alter, amend, extend, and enlarge or to 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): the Metropolitan Railway Act, 1854, the Aylesbury and Buckingham Railway Act, 1860, the Acts 5 and 6 Will. IV., cap. 107, and 9 and 10, Vict. cap. 236, relating to the Great Western Company, the Act 9 and 10 Vict. cap. 204, relating to the North Western Company, the Hammersmith and City Railway Act, 1861, and the Great Western Railway (Additional Powers) Act, 1865, relating to the Hammersmith and City Railway, and all other Acts relating to the several Companies hereinbefore mentioned or referred to, and their respective undertakings.

And notice is hereby also given that on or before the 30th day of November, 1895, plans and sections relating to the objects of the intended Act with books of reference to such plans and a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows, that is to say:—As regards the works and lands in the county of Middlesex with the clerk of the peace for that county at his Office at the Guildhall, Westminster. As regards the works and lands in the county of Buckingham with the clerk of the Peace for that county at his office at Aylesbury. And 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 a copy of so much of the plans, sections and books of reference, as relates to each parish, in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice, as published in the London Gazette, will be deposited as follows:—As regards the parish of Paddington with the vestry clerk of that parish, at his office at the Vestry Hall, Harrow-road. As regards the parish of St. Marylebone with the vestry clerk of that parish at his office at the court house, Marylebone-lane. As regards the parish of St. Pancras, with the vestry clerk of that parish, at his office at the Vestry Hall, Pancras-road, St. Pancras, and as regards each other parish, with the parish clerk of such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish at his residence, and 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 the 14th day of November, 1895.

C. A. MASON, 30, Craven-road, Paddington, Solicitor.

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

In Parliament.—Session 1896.

Swansea Corporation Tramways.

(Purchase of Undertaking of Swansea Tramways and Improvement Company; Construction of new Tramways; Gauge; Motive Power; Erection of Generating Stations; Power for Corporation to work Tramways; The levying of Tolls, Rates, and Charges; Street Improvements; Compulsory Purchase of Land and power to take part of Property; Borrowing of Money; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and burgesses of the borough of Swansea (hereinafter called the Corporation) for an Act for all or some of the following, amongst other purposes, that is to say:—

1. To empower the Corporation to acquire and to provide for the transfer to and vesting in the Corporation of all or some part of the undertakings, tramways, property, powers, rights, privileges, and authorities of the Swansea Tramways and Improvement Company (hereinafter called the Tramway Company) for the price or consideration and upon the terms and conditions to be specified in the intended Act, or determined in manner therein provided or to be agreed upon between the Corporation and the Tramway Company, and to authorise the Tramway Company to sell and transfer their undertakings, tramways, property, powers, rights, privileges, and authorities.

2. To authorise the Corporation and the Tramway Company to enter into and carry into effect agreements for and with regard to the transfer of the undertakings, tramways, property, rights, and privileges of the Tramway Company, and for leasing the same and all or any other the tramways of the Corporation to the Tramway Company and for the working of all the above-mentioned tramways.

3. To make provision for the application of the purchase money paid to the Tramway Company and for the payment of their mortgage and other debts and liabilities.

4. To provide for the dissolution and winding up of the Tramway Company, and for the distribution of the purchase money and the other assets retained by them amongst the shareholders and other persons entitled thereto or interested therein.

4a. To empower the Corporation, the Tramway Company, the Swansea and Mumbles Railway Company, and the Oystermouth Railway Company to enter into and carry into effect agreements with regard to running powers over the railways of the said Railway Companies, and other matters.

5. To authorise the Corporation to carry on the undertakings of the Tramway Company, and to maintain, improve, alter, and extend the existing tramways, and to apply to the Corporation the provisions of the Acts and Provisional Order of the Tramway Company.

6. To empower the Corporation to make, form, lay down, and maintain in the borough of Swansea in the county of Glamorgan all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively.

The said proposed tramways are the following, that is to say:—

Tramway No. 1 (double line), situate in High-street, in the town and franchise of Swansea and parish of Swansea, commencing and terminating by junctions with the existing tramway, at points respectively 0·65 chain and 2·85 chains north of the inter-section of centre lines of College-street and High-street.

Tramway No. 2 (double line), situate in High-street, in the town and franchise of Swansea and the parish of Swansea, commencing and terminating by junctions with the existing tramway, at points respectively 1·35 chains south and 6·75 chains north of the inter-section of the centre lines of King-street and High-street.

Tramway No. 3 (double line), situate in High-street and Prince of Wales-road, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in High-street, at a point 1·10 chains south of the inter-section of the centre lines of Alexandra-road and High-street, and terminating in Prince of Wales-road, at a point 1·35 chains north of the inter-section of the centre lines of Jockey-street and High-street.

Tramway No. 4 (double line), situate in Prince of Wales-road and Neath-road, in the parish of St. John-juxta-Swansea, commencing and terminating by junctions with the existing tramway in Prince of Wales-road and Neath-road, at points respectively ·75 chain north and south of the inter-section of the centre lines of Villiers-street and Prince of Wales-road.

Tramway No. 5 (double line), situate in Neath-road, in the parish of St. John-juxta-Swansea, commencing and terminating by junctions with the existing tramway at points respectively 6·50 chains and 1·45 chains south of the inter-section of the centre lines of Bowen-street and Neath-road.

Tramway No. 6 (double line), situate in Neath-road, in the parish of St. John-juxta-Swansea, commencing and terminating by junctions with the existing tramway at points respectively 2·35 chains and 4·30 chains north of the inter-section of the centre lines of Pentremawr-road and Neath-road.

Tramway No. 7 (double line), situate in Neath-road, in the township of Clase and the parish of Llangyfelach, commencing and terminating by junctions with the existing tramway at points respectively 8·80 chains and 7 chains south of the inter-section of the centre lines of Tabernacle-street and Neath-road.

Tramway No. 8 (double line), situate in Neath-road, in the township of Clase and the parish of Llangyfelach, commencing and terminating by junctions with the existing tramway at points respectively ·45 chain and 2·35 chains north of the inter-section of the centre lines of Field-street and Neath-road.

Tramway No. 9 (double line), situate in Neath-road, in the township of Clase and the parish of Llangyfelach, commencing and terminating by junctions with the existing tramway at points respectively 1·55 chains south and 2·25 chains north of the inter-section of the centre lines of Cwmlevel-road and Neath-road.

Tramway No. 10 (double line), situate in

Neath-road, in the township of Clase and the parish of Llangyfelach, commencing by a junction with the existing tramway at a point 50 chain south of the inter-section of the centre lines of Dinas-road and Neath-road, and terminating by a junction with the existing tramway at a point 1 chain north of the inter-section of the centre lines of Britannia-road and Neath-road.

Tramway No. 11, situate in the township of Clase and the parish of Llangyfelach, commencing by a junction with existing tramway in Neath-road at a point 1.15 chains south of the inter-section of the centre lines of Martin-street and Neath-road, passing thence along Martin-street and Woodfield-street, and terminating in the last-named street at a point 50 chain south-west of the inter-section of the centre lines of Llangyfelach-street and Woodfield-street.

This tramway will be single line, except between the following points, where it will be double line, viz. :—

From its commencement for a length of 3.70 chains, and from a point .85 chain north of the inter-section of the centre lines of Slate-street and Woodfield-street to its termination.

Tramway No. 11a (single line), situate in Martin-street and Woodfield-street, in the township of Clase and the parish of Llangyfelach, commencing by a junction with Tramway No. 11 in Martin-street, at a point 1.45 chains north of the inter-section of the centre lines of Banwell-street and Martin-street, and terminating by a junction with Tramway No. 11 in Woodfield-street, at a point 1.60 chains south of the inter-section of the centre lines of Crown-street and Woodfield-street.

Tramway No. 12 (double line), situate in High-street in the town and franchise of Swansea, and parish of Swansea, commencing by a junction with Tramway No. 3, at a point .20 chain south of the inter-section of the centre lines of Jockey-street and High-street, and terminating by a junction with the existing tramway at a point 1.25 chains north of the inter-section of the centre lines of Croft-street and High-street.

Tramway No. 13 (double line), situate in Carmarthen-road, in the town and franchise of Swansea and parish of Swansea, commencing and terminating by junctions with the existing tramway at points respectively .45 chain and 2.40 chains north-west of the inter-section of the centre lines of Sciborfach-street and Carmarthen-road.

Tramway No. 14 (double line), situate in Carmarthen-road, in the town and franchise of Swansea, and the parishes of Swansea and Swansea Higher, commencing in the town and franchise of Swansea, and parish of Swansea by a junction with the existing tramway at a point 2.35 chains south-east of the inter-section of Gorse-road and Carmarthen-road, and terminating in the parish of Swansea Higher at a point 4.85 chains north-west of the inter-section of the centre lines of Gorse-road and Carmarthen-road.

Tramway No. 15 (double line), situate in High-street and Alexandra-road, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with Tramway No. 3 in High-street, at a point .15 chain north of the inter-section of the

centre lines of Ivy-place and High-street, and terminating by a junction with the existing tramway in Alexandra-road, at a point 3.15 chains west of the inter-section of the centre lines of Alexandra-road and High-street.

Tramway No. 16 (double line), situate in Grove-place and De-la-Beche-street, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in Grove-place, at a point 1.50 chains north-east of the inter-section of the centre lines of Dynevor-place and Grove-place, and terminating by a junction with the existing tramway in De-la-Beche-street, at a point .90 chain north-east of the inter-section of the centre lines of Cradock-street and De-la-Beche-street.

Tramway No. 17 (single line), situate in the town and franchise of Swansea and parish of Swansea, commencing by a junction with Tramway No. 16 in Grove-place at a point .70 chain north-east of the inter-section of the centre lines of Dynevor-place and Grove-place, passing through Dynevor-place and terminating in Gower-street by a junction with the existing tramway at a point .35 chain south-west of the inter-section of the centre lines of Gower-street and Dynevor-place.

Tramway No. 18 (double line), situate in St. Helen's-road, in the town and franchise of Swansea and parish of Swansea, commencing and terminating by junctions with the existing tramway at points respectively 5.70 chains north-east and 1.90 chains south-west of the inter-section of the centre lines of Christina-street and St. Helen's-road.

Tramway No. 19 (double line), situate in St. Helen's-road, in the town and franchise of Swansea and parish of Swansea, commencing and terminating by junctions with the existing tramway at points respectively 4 chains and .90 chain north-east of the inter-section of the centre lines of Beach-street and St. Helen's-road.

Tramway No. 20 (double line), situate in St. Helen's-road, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway at the point of inter-section of the centre lines of Beach-street and St. Helen's-road, and terminating by a junction with the existing tramway at a point .95 chain south-west of the inter-section of the centre lines of St. Helen's-crescent and St. Helen's-road.

Tramway No. 21 (double line), situate in Union-street, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway at a point .25 chain north of the inter-section of the centre lines of Park-street and Union-street, and terminating by a junction with the existing tramway at the inter-section of the centre lines of Orange-street and Union-street.

Tramway No. 22 (double line), situate in Greenfield-street and Wassail-square, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in Greenfield-street, at a point .65 chain south-east of the inter-section of the centre lines of Orange-street and Greenfield-street, and terminating by a junction with the existing tramway in Wassail-square at a point 2.60

chains west of the inter-section of the centre lines of Church-street and Frog-street.

Tramway No. 23 (double line), situate in Wassail-square and Rutland-street, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in Wassail-square, at a point 1.60 chains west of the inter-section of the centre lines of Church-street and Frog-street, and terminating by a junction with the existing tramway in Rutland-street, at a point 1.30 chains west of the inter-section of the centre lines of Edward-street and Rutland-street.

Tramway No. 24 (double line), situate in Rutland-street and Harbour-road, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in Rutland-street, at a point 1.30 chains east of the inter-section of the centre lines of Angel-street and Rutland-street, and terminating by a junction with the existing tramway in Harbour-road, at a point 2.50 chains south of the inter-section of the centre lines of Mount-street and Harbour-road.

Tramway No. 25, situate in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in Cradock-street at a point .60 chain south of the inter-section of the centre lines of Cradock-street and Mansel-street, passing along Mansel-street and Walters-road and terminating in the last-named road at a point .25 chain south-east of the inter-section of the centre lines of Freehold-street and Uplands-road.

This tramway will be single line except between the following points, where it will be double line, viz.: In Mansel-street, between points 1.60 chains and 5.60 chains respectively from its commencement, and from a point 3 chains east of the inter-section of the centre lines of Page-street and Mansel-street to the point of inter-section of the centre lines of the said streets.

In Walters-road, between points .75 chain east and 2.75 chains west respectively of the inter-section of the centre lines of Henrietta-street and Walters-road, and between points 2.75 chains east and .75 chain west respectively of the inter-section of the centre lines of Westbury-street and Walters-road.

In Walters-road and Uplands-road, from a point .50 chain or thereabouts east of the inter-section of the centre lines of St. James's-crescent West and Walters-road to the termination of the tramway.

Tramway No. 25a (single line), situate in De-la-Beche-street and Mansel-street, in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in De-la-Beche-street at a point .40 chain east of the inter-section of the centre lines of Cradock-street and De-la-Beche-street, and terminating by a junction with Tramway No. 25 in Mansel-street at a point 1 chain west of its commencement.

Tramway No. 26, situate in the town and franchise of Swansea and parish of Swansea, commencing by a junction with the existing tramway in St. Helen's-road at a point .80 chain east of the inter-section of the centre lines of Beach-street and St.

Helen's-road, passing along Brynymor-road, Gorse-lane and Bryn-road, and terminating in the last-named road at a point 5 chains east of the inter-section of the centre lines of Brynmill-lane and Bryn-road.

This tramway will be single line except between the following points, where it will be double line:—In St. Helen's-road, from the commencement of the tramway, for a length of 3.50 chains. In Brynymor-road and Gorse-lane, between points respectively 2.20 chains east and 2.10 chains west of the inter-section of the centre lines of the said roads.

In Gorse-lane, from a point 3.50 chains east of the inter-section of the centre lines of White Ladies-road and Gorse-lane to the point of inter-section of the said centre lines.

In Gorse-lane and Bryn-road, between the points 2.40 chains east and 6.30 chains west of the inter-section of the centre lines of the said roads.

In Bryn-road, between points 3 chains east and .50 chain west of the inter-section of the centre lines of Brynmill-avenue and Bryn-road, and from a point 4 chains east of the termination of the tramway to its termination.

Tramway No. 27, situate in the town and franchise of Swansea, and the hamlet of St. Thomas, and parish of Swansea, commencing in the town and franchise of Swansea by a junction with the existing tramway in Harbour-road, at a point 1.20 chains south of the inter-section of the centre lines of Mount-street and Harbour-road, passing along Quay-parade, crossing the north dock, and new-cut, and terminating in Fabian-street, in the hamlet of St. Thomas, at the point of the inter-section of the centre lines of Thomas-street and Fabian-street.

This tramway will be single line except between the following points, where it will be double line, viz.:—In Quay-parade, between points respectively .40 chain and 3.40 chains north of the inter-section of the centre lines of Mount-street and Harbour-road, between points .90 chain and 4.60 chains north of the centre of the bridge over the North Dock, and from a point 5.70 chains north of the centre of the bridge over the North Dock to the termination of the tramway.

Tramway No. 28, situate in the hamlet of St. Thomas and parish of Swansea, commencing by a junction with Tramway No. 27, at its termination, passing along Fabian-street and Port Tennant-road, and terminating therein at a point 2 chains west of the north-west corner of the Vale of Neath Inn.

This tramway will be single line except between the following points, where it will be double line, viz.:—In Fabian-street, between points 4.10 chains and 7.60 chains respectively east of its commencement.

In Fabian-street and Port Tennant-road, between points 2.20 chains west and 4.30 chains east of the inter-section of the centre lines of the said roads.

In Port Tennant-road, between points 1.10 chains and 7.60 chains east of the inter-section of the centre lines of Farm-lane and Port Tennant-road; between points 4.80 chains and 8.30 chains east of the inter-section of the centre lines of Margaret-

street and Port Tennant-road; between points 3·70 chains and 20 chain west of the inter-section of the centre lines of Ysgol-street and Port Tennant-road; between points 4·80 chains and 9·80 chains east of the centre of the bridge carrying the Rhondda and Swansea Bay Railway over Port Tennant-road, and from a point 7·50 chains west of the termination of the tramway to its termination.

The intended tramways will be made and pass from, in, through, or into the following parishes, townships, or extra-parochial places, viz.:—The parishes of Swansea, Swansea Higher, St. John-juxta-Swansea, and Llangyfelach, the township of Clase, the town and franchise of Swansea and the hamlet of St. Thomas, all in the county of Glamorgan.

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

Tramway No. 2, in High-street, on both sides thereof, between points respectively 1·50 chains north of the commencement of the tramway and 30 chain south of its termination.

Tramway No. 3, in High-street, on the west side, between points 80 chain and 4·30 chains respectively north of the inter-section of the centre lines of Alexandra-road and High-street.

In High-street, on the east side thereof, from the commencement of the tramway for a length of 1·70 chains.

In High-street, on the west side thereof, between points 1·90 chains south and 4·50 chains north respectively of the inter-section of the centre lines of Tontine-street and High-street.

In High-street, on the east side thereof, between points 70 chain south and 70 chain north respectively of the inter-section of the centre lines of Mariner-street and High-street.

In High-street, on the east side thereof, between points 2·70 chains south and 4·50 chains north respectively of the inter-section of the centre lines of Pottery-street and High-street.

Tramway No. 5.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 6.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 7.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 8.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 9.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 10.—In Neath-road, on both sides for the whole length of the tramway.

Tramway No. 11.—In Neath-road and Martin-street, on the west side thereof, between points 70 chain and 3·70 chains respectively north of the commencement of the tramway.

In Martin-street and Woodfield-street, on the west side thereof, between points 1·40 chains north of the inter-section of the centre lines of Banwell-street and Martin-street and 1·60 chains south of the inter-section of the centre lines of Crown-street and Woodfield-street.

In Woodfield-street, on both sides thereof, from a point 85 chain north of the inter-section of the centre lines of Slate-street and Woodfield-street to the termination of the tramway.

Tramway 11a.—In Martin-street and Woodfield-street, on the east side thereof, between points 1·40 chains north of the inter-section of the centre lines of Banwell-street and Martin-street and 1·60 chains south of the inter-section of the centre lines of Crown-street and Woodfield-street.

Tramway No. 12.—In High-street, on both sides thereof, between points 1·50 chains and 3 chains respectively north of the commencement of the tramway.

Tramway No. 13.—In Carmarthen-road, on both sides thereof, from a point 90 chain south-east of the termination of the tramway to its termination.

Tramway No. 14.—In Carmarthen-road, on both sides thereof, from its commencement for a length of 4 chains and from a point 1·70 chains from its termination to its termination.

Tramway No. 16.—In De la Beche-street, on both sides thereof, from a point 4·70 chains from its termination to its termination.

Tramway No. 17.—In Dynevor-place, on both sides thereof, for the whole length of the said place.

Tramway No. 18.—In St. Helen's-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 19.—In St. Helen's-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 20.—In St. Helen's-road, on both sides thereof, from a point 30 chain from the commencement of the tramway to its termination.

Tramway No. 21.—In Union-street, on both sides thereof, for the whole length of the tramway.

Tramway No. 22.—In Greenfield-street, on both sides thereof, from its commencement for a length of 4 chains.

Tramway No. 23.—In Rutland-street, on both sides thereof, from the commencement of the said street to the termination of the tramway.

Tramway No. 24.—In Victoria-road, on both sides thereof, between 1 chain and 6·20 chains respectively east of the commencement of the tramway.

Tramway No. 25.—In Mansel-street, on both sides thereof, between points 1·60 chains and 5·60 chains respectively west of the commencement of the tramway.

Tramway No. 26.—In Brynymor-road, on both sides thereof, between points 1·50 chains and 3·50 chains respectively west of the commencement of the tramway.

In Brynymor-road and Gorse-lane, on both sides thereof, between points 2·20 chains east and 2·10 chains west respectively of the centre lines of the said roads.

In Gorse-lane, on both sides thereof, between points 3·50 chains and 30 chain east respectively of the inter-section of the centre lines of White Ladies-road and Gorse-lane.

In Bryn-road and Gorse-lane, on both sides thereof, between points 2·30 chains east and 6·30 chains west respectively of the inter-section of the centre lines of the said roads.

In Bryn-road, on both sides thereof, between points 2·90 chains east and 60 chain west respectively of the inter-section of the centre lines of Brynmill-avenue and Bryn-road.

In Bryn-road, on both sides thereof, from a point 4 chains from the termination of the tramway to its termination.

Tramway No. 27.—In Quay Parade and New Cut-road, on both sides thereof, from the commencement of Quay Parade to the centre of the bridge carrying the Great Western Railway over the New Cut-road, and on the authorised bridge over the New Cut for the whole length of the said bridge.

Tramway No. 28.—In Fabian-street, on both sides thereof, between points 80 chain west and 2·70 chains east respectively of the inter-section of the centre lines of Miers-street and Fabian-street.

In Port Tennant-road, on both sides thereof, from a point 60 chain west of the inter-section of the centre lines of Church-street and Port Tennant-road to a point 1·10 chains east of the inter-section of the centre lines of Middleton-street and Port Tennant-road.

In Port Tennant-road, on both sides thereof, between points 4·80 chains and 8·30 chains respectively east of the inter-section of the centre lines of Margaret-street and Port Tennant-road.

In Port Tennant-road, on both sides thereof, from a point 3·50 chains west of the inter-section of the centre lines of Ysgol-street and Port Tennant-road to the termination of the tramway.

7. The tramways are intended to be constructed to a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted to run on railways.

8. To empower the Corporation to take up and abandon so much of the existing tramways as will be rendered unnecessary by the construction of any of the said intended tramways.

9. To empower the Corporation and their lessees to work the said intended tramways and also the tramways to be acquired by the Corporation by animal power, and by electricity, steam, pneumatic, gas, oil, or any mechanical power; and partly by one such power, and partly by another such power. In the case of electricity, such power is intended to be applied by means of the rails of the tramways and of conductors placed under, on, or above the surface of the streets in connection with a generating station, or generating stations, or to be carried with the carriages; in the case of steam, such power is intended to be carried with the carriages, or applied by means of locomotives, or of cables, wires, or ropes placed under the surface of the streets and in connection with a stationary engine, or stationary engines; and in the case of pneumatic, gas, and oil, or other mechanical power, the power is intended to be carried with the carriages or applied by means of locomotives.

10. To empower the Corporation to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place, and under, over, or through the North Dock and the New Cut, and to attach to any house and building such posts, brackets, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under

any such surface as may be necessary or convenient, either for the actual working of the said intended tramways, or the tramways to be acquired by the Corporation, or for providing access to or in connection with any engines, machinery, or apparatus, and to empower the Corporation, for the purpose of working such tramways, to construct, erect, and maintain generating stations upon the lands and within the limits following, that is to say:—A piece of land in the town and franchise of Swansea and parish of Swansea, aforesaid, bounded by Strand-row, Baker-street, the Strand, and the line of the Oystermouth Railway or tram-road, and to empower the Corporation to purchase the said piece of land by agreement or compulsion.

11. To enable the Corporation to acquire, hold, and use patent and other rights and licences.

12. 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 intended tramways, or any of them, or for affording access to the stables, carriage-houses, engine-houses, stations, buildings, sheds, and works or lands of the Corporation or their lessees, or for effecting junctions with the existing tramways of the Corporation, and to empower the Corporation to take up, remove, and alter the last-mentioned tramways accordingly.

13. To make provision for taking up, altering the position of, and relaying any tramways of the Corporation in the event of the roads or streets in which they are laid being widened.

14. To empower the Corporation to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

15. 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 shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

16. To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities of the tramways of the Corporation of the conductors, posts, brackets, wires, tubes, mains, plates, cables, ropes, apparatus, openings, and ways for working the same, and of any streets, roads, highways, or thoroughfares in which any of such tramways may, for the time being, be laid, and for the use or disposition of any materials or things found in the construction or repair of any of such tramways.

17. To empower the Corporation to work their tramways and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such carriages.

18. To authorise the Corporation and their lessees or other the person or persons working the tramways of the Corporation to levy tolls, rates, and charges for the use thereof, 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.

19. To enable the Corporation, for all or any of the purposes of the intended Act, to acquire lands and houses by agreement, and to take easements over lands and houses, and to erect and to hold offices, houses, buildings, waiting-rooms, and other conveniences on any such lands.

20. To empower the Corporation to make the following street improvements in the borough of Swansea, in the county of Glamorgan, that is to say:—

1. A widening of High-street on the west side thereof, wholly in the town and franchise of Swansea and parish of Swansea, commencing at the junction of High-street with Alexandra-road, and terminating at the junction of High-street with Ebenezer-street.
2. A widening of High-street on the west side thereof, wholly in the town and franchise of Swansea and parish of Swansea, commencing at the south side of No. 83, High-street, and terminating at the junction of High-street with Swan-street.
3. A widening of St. Helen's-road on the south side thereof, wholly in the town and franchise of Swansea and parish of Swansea, commencing at a point 2·50 chains west of the inter-section of the centre lines of Union-street and St. Helen's-road, and terminating at the junction of Dillwyn-street with St. Helen's-road.
4. A widening of St. Helen's-road on the north side thereof, wholly in the town and franchise of Swansea and parish of Swansea, commencing at a point 2·80 chains west of the inter-section of the centres of Christina-street and St. Helen's-road, and terminated at the junction of Page-street with St. Helen's-road.
5. A widening of Gorse-lane on the north side thereof, wholly in the town and franchise of Swansea and parish of Swansea, commencing and terminating at points 90 chain and 2·50 chains respectively east of the inter-section of the centre lines of White Ladies-road and Gorse-lane.
6. A widening of Port Tennant's-road on the south side thereof, wholly in the hamlet of St. Thomas and parish of Swansea, commencing and terminating at points 10 chains and 2 chains respectively west of the south-west corner of the vale of Neath Inn.
7. A widening of Port Tennant-road on the north side thereof, wholly in the hamlet of St. Thomas and parish of Swansea, commencing and terminating at points 22·50 chains and 19·50 chains respectively west of the south-west corner of the vale of Neath Inn.
8. A widening of Neath-road on the west side thereof, wholly in the parish of St. John-juxta-Swansea, commencing and terminating at points 3·40 chains and 80 chain respectively south of the inter-section of the centre of Bowen-street and Neath-road.
21. To empower the Corporation to purchase or acquire by compulsion and agreement, for the purposes of the intended improvements or other the purposes of the intended Act, lands, building, and hereditaments and easements and rights in, under, or over any lands, buildings, and hereditaments in the parishes of Swansea and St. John-juxta-Swansea, and town and franchise of Swansea and hamlet of St. Thomas, all in the county of Glamorgan.

22. To make junctions or communications with roads, streets, sewers, and drains, and if necessary to alter the levels thereof, and to remove, alter, or interfere with the sewers, drains, gas, water, and other mains or pipes, telegraphs, telephones, or other electric apparatus.

23. To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties, and 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.

24. To authorise the Corporation to deviate in the construction of the several works to be authorised by the said intended Act, 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.

24a. To empower the Tramway Company to contribute to any street improvements.

25. To authorise the Corporation to borrow money for the purchase of lands, the execution of the intended works, the purchase of the undertaking, tramways, property, rights, and privileges of the Tramway Company, and for other the purposes of the intended Act, and of their tramway undertaking, and to charge the moneys so proposed to be borrowed on the borough fund and rate, the district fund, and the general district rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenues, and other property of the Corporation, or any of such securities, and to execute and grant mortgages, debentures, debenture stock, and annuities in respect thereof, and to authorise the Corporation to apply any of the funds or any money borrowed, or authorised to be borrowed, under former Acts to all or any of the purposes of the intended Act, and to extend the powers of the Corporation in regard to borrowing under the Public Health Act, 1875, and to empower the Corporation to raise any of the said moneys by the creation of Swansea Corporation Redeemable Stock.

26. To vary and 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.

27. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following Local Acts and Public Acts of a local character (that is to say):—The Swansea Improvements and Tramways Act, 1874; the Swansea Improvements and Tramways Act, 1878; the Swansea Tramways Extension Order, 1879; the Swansea Tramways Act, 1882; the Swansea Local Board of Health Waterworks Act, 1860; the Swansea Municipal Corporation Act, 1863; the Swansea Local Board of Health Act, 1872; the Swansea Waterworks Act, 1873; the Swansea Corporation Loans Act, 1881; the Swansea Corporation Loans Act, 1882; the Swansea Corporation Act, 1889; the Swansea Corporation Water Act, 1892, and all other Acts relating to the Corporation and the Tramway Company.

28. 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 Tramways Act, 1870; the Arbitration Act, 1889, and all Acts amending those Acts respectively.

Duplicate plans and sections showing the line, situation, and level of the said tramways, street improvements, and other works, and the lands in or through which they will be made, and plans showing the lands which may be taken under the powers 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 for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff; and on or before the same date a copy of the said plans, sections, book of reference, and notice will be deposited with the parish clerks of the parishes of Swansea, Swansea Higher, St. John-juxta-Swansea, and Llangyfelach at their residences.

Printed copies of the proposed 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 20th day of November, 1895.

JOHN THOMAS, Town Clerk, Swansea.

SHARPE, PARKER, PRITCHARD, and BARHAM,
9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

Electric Lighting Acts, 1882 and 1888.

Prescot District Electric Lighting.

(Power to the British Insulated Wire Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy, and Power within the Districts of the Urban District Council of Huyton-with-Roby, and of the Parish Councils of Whiston, Rainhill, and Eccleston, in the District of the Rural District Council of Whiston, all in the County of Lancaster, to construct Works, to lay down Wires and other Apparatus, and to break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the British Insulated Wire Company, Limited, of Prescot, in the county of Lancaster (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power, for all or some of the public and private purposes as defined by the said Acts, within the districts of the Urban District Council of Huyton-with-Roby, and of the parish councils of Whiston, Rainhill, and Eccleston, in the district of the Rural District Council of Whiston, all in the county of Lancaster (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, canals, rivers, towing-paths, bridges, 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 lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes,

wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, 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 powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electricity, electrical power and energy.

To authorise the Company to hire, sell, and let all necessary machines, meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company, 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 fulfil agreements as to the supply 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 if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down in the following streets, within a period of two years after the commencement of the Order:—Derby-road and Tarbock-road, in Huyton-with-Roby; Eccleston-lane, Eccleston; part of Warrington-road, Rainhill; and High-road, Whiston.

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:—

A portion of Seel-road from the Congregational Church, Huyton, to the Railway Station, Huyton Quarry; Hale View-road, Park-road, The Orchard, Elm-street, Stanley-street, Derby-street, Baker-street, Seel-street, all in the Urban District Council of Huyton-with-Roby.

Cook-street, Brook-street, in Whiston, Eccleston Park and Rimmer's-lane, in Eccleston; Meadow's-road, Ellaby's-road, and part of Warrington-road, in Rainhill, all in the Rural District Council of Whiston.

The tramways which the Company propose to take power to break up, pass, or cross over, or under, are as follows:—The tramways owned, repaired, and worked by the St. Helens and District Tramways Company, Limited.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same at the residence of J. B. Atherton, Manbattan, Rainhill, aforesaid, the residence of G. H. Nisbett, Ashfield, St. Mary's-road, Huyton, aforesaid, and at the office of Sydney Morse, of 4, Fenchurch-avenue, in the City of London, Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, 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. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated this 19th day of November, 1895.

SYDNEY MORSE, 4, Fenchurch-avenue,
E.C., Solicitor for the British Insulated
Wire Company, Limited.

In Parliament—Session 1896.

Blackpool, St. Anne's, and Lytham Tramways. (Revival of Powers and Extension of Time for Construction of Tramways in the County Palatine of Lancaster; Arrangements with the Corporation of Blackpool for Working and Running Powers over existing Tramways in the Borough of Blackpool; Use of Mechanical and other Motive Power; Repeal and Amendment of Acts; Tolls; and other Purposes.)

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

1. To revive the powers granted and to extend the time limited by the Blackpool, St. Anne's, and Lytham Tramways Act, 1893, and to enable the Company incorporated by that Act (hereinafter referred to as "the Company") to complete, make, form, lay down, and maintain the several tramways hereinafter described, or some or one of them, with all necessary and proper rails, points, plates, and sleepers (that is to say):—

Tramway No. 2, situate partly in the township of Marton, partly in the township of Lytham, partly in parish of Poulton-in-the-Fylde, and partly in the parish of Lytham, in the district of St. Anne's-on-the-Sea,

commencing by a junction with the Tramway No. 13 of the Blackpool Corporation, constructed under the provisions of the Blackpool Corporation Tramways Order, 1893, at its point of termination at the southern boundary of the borough of Blackpool, and proceeding thence in a westerly direction, and crossing the bridge over the Blackpool and Lytham branch of the Preston and Wyre Railway, thence in a southerly direction along and terminating in Clifton-drive South, at the boundary line between the district of St. Anne's-on-the-Sea and the township of Lytham.

Tramway No. 2A, situate wholly in the parish of Lytham, commencing by a junction with Tramway No. 2, at a point 0.80 chains north of the intersection of St. Anne's-road with Clifton-drive, and proceeding in a north-easterly direction along St. Anne's-road, and terminating at a point 1.12 chains east of the intersection of St. Andrew's-road north, with St. Anne's-road.

Tramway No. 2B, commencing in the parish of Lytham by a junction with Tramway No. 2A at a point 0.65 chains north-east of the intersection of St. Anne's-road with Clifton-drive, and proceeding thence along and terminating in Clifton-drive South at a point 0.80 chains south of the intersection of St. Anne's-road with Clifton-drive.

Tramway No. 3, situate wholly in the township of Lytham and parish of Lytham, commencing at its point of termination aforesaid by a junction with Tramway No. 2, and passing thence in a south-easterly direction along Clifton-drive South, thence proceeding by a curve in a north-easterly direction into and along Ansdell-road, thence by a curve in a south-easterly direction along Cambridge-road, thence in a south-easterly direction into and along the highway leading from Blackpool to Lytham, thence in an easterly direction along Church-road, thence in a southerly direction into and along Clifton-square, and terminating in that square at a point 1.86 chains south of the intersection of Henry-street with Clifton-square.

Tramway No. 4, situate wholly in the parish of Lytham, commencing in Church-road by a junction with Tramway No. 3 at a point 1.00 chains west of the intersection of Queen-street with Church-road, proceeding by a curve in a northerly direction along Hasting's-place, thence in an easterly direction along the front of Lytham Railway Station, thence in a southerly direction along Approach-road, thence in an easterly direction along Westby-street, thence in a southerly direction along Park-street, and thence in a westerly direction terminating by a junction with Tramway No. 3 at a point 5.20 chains east of the intersection of Queen-street with Church-road.

Tramway No. 5, situate wholly in the township of Lytham and parish of Lytham, commencing by a junction with Tramway No. 4 at a point 0.66 chains south of the intersection of Westby-street with Hasting's-place, proceeding by a curve into and along Westby-street, and terminating in that street by a junction with Tramway No. 4 at a point 0.90 chains west of the intersection of Park-street with Westby-street. The above tramways will pass from, through, or into, or be situate in the several parishes

townships, and places following (that is to say):—

The parishes, townships, or places of Bispham-with Norbreck, Marton, Bispham, Poulton-in-the-Fylde, Lytham (parish and township), and St. Anne's-on-the-Sea, and Blackpool, or some of them, all in the County Palatine of Lancaster.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads or streets herein-after mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 2, in road from a point 1 furlong 2·15 chains west of the commencement of Tramway No. 2 for a distance of 1·10 chains to the west on both sides.

Tramway No. 2A, in Clifton-drive and St. Anne's-road, from a point 0·42 chains north of the intersection of St. Anne's-road with Clifton Drive for a distance of 0·64 chains to the north-east on one side, also in St. Anne's-road from a point 0·65 chains north-east of the intersection of Clifton-drive with St. Anne's-road for a distance of 1·00 chains to the north-east on both sides.

Tramway No. 2B, in St. Anne's-road and Clifton-drive, from a point 0·65 chains north-east of the intersection of Clifton-drive with St. Anne's-road, for a distance of 0·64 chains to the south-east on one side.

Tramway No. 3, in Ansdell-road, from a point 3·45 chains north-east of the intersection of Clifton-drive with Ansdell-road, for a distance of 3 chains to the north-east on both sides.

In Cambridge-road, from a point 1·95 chains south-east of the intersection of Stanley-road with Cambridge-road, for a distance of 3 chains to the south-east on both sides.

In the highway leading from Blackpool to Lytham, from a point 0·70 chains west of the intersection of Fairlawn-drive with the said highway, for a distance of 3 chains to the north-west on both sides.

In Church-road, from a point 9·75 chains west of the intersection of Gregson-street with Church-road, for a distance of 3 chains to the west on both sides.

Each tramway is intended to be completed and constructed on a gauge of 4 feet 8½ inches.

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

The power intended to be employed for moving carriages or trucks on the said tramways will be animal power, and by electricity, pneumatic, gas, oil, or any mechanical power (other than steam). In case of electricity, such power is intended to be applied by means of the rails of the tramways, and of conductors placed above the surface of the streets or to be carried with the carriages, and in the case of pneumatic, gas, oil, or other mechanical power the power is intended to be carried with the carriages or applied by means of locomotives.

To authorise and empower the Company from time to time to enter upon and open and break up the surface of and to cross, alter, and stop up, remove, and otherwise interfere with streets, roads, lanes, highways, public and private roadways, railways, tramways, footways, water-courses, bridges, canals, sewers, drains, pavements, thoroughfares, water pipes, gas pipes,

and electric telegraph pipes and apparatus within all or any of the parishes, townships, or places mentioned in this Notice for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the tramways and works or for substituting others in their place or for other the purposes of the Bill.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company to take on lease, purchase or otherwise acquire, run over, work and use, and either compulsorily or by agreement with the Corporation of Blackpool, any existing or future tramways or tramway of or belonging to the Corporation of Blackpool upon such terms and conditions, and subject to such payment of such compensation, tolls, rates, and charges as may from time to time be mutually agreed between the Company and the said Corporation, or, as in case of difference, may be settled by the Board of Trade.

To authorise the Corporation of Blackpool upon like terms and conditions to take on lease, purchase or otherwise acquire, work, and use, and the Company to let, sell, or otherwise dispose of to the Corporation any of the tramways of the Company, or to take over from the Company the powers of the Company conferred upon them by the Bill, or any of such powers, and for such purposes, or any of them, to borrow money on security of the borough, district, and general rates of or on any real or other securities of or belonging to the said Corporation.

To authorise the Company and any company or person to enter into and carry into effect agreements for acquiring, leasing, or working the tramways, or for acquiring or using any patent or other rights with reference to any form of traction or mechanical power to be used upon or in connection with the tramways, and to confirm any such agreements and to authorise the Company to acquire any patents, patent rights or licenses to use patents in connection with any such traction or mechanical power.

To authorise the Company to acquire and work omnibuses and other vehicles in connection with the tramways, and to charge tolls and fares for the use of such omnibuses and vehicles, and to enter into arrangements with the proprietors of omnibuses and other vehicles for the hire and use of any omnibuses and other vehicles, and the tolls and fares to be charged therefor.

To authorise the application to the purposes of the Bill, and the release and payment over to the depositors named in the said Blackpool, St. Anne's, and Lytham Tramways Act, 1893, or to the Company, of any sum or sums of money, stocks, funds, or securities deposited with the Paymaster-General for and on behalf of the Supreme Court of Judicature in respect of the Blackpool, St. Anne's, and Lytham Tramways Act, 1893, together with all interest and dividends accrued thereon, and to authorise and require Her Majesty's Treasury and the Chancery Division of Her Majesty's High Court of Justice to order such release, and the payment out of such sum or sums, interest, and dividends accordingly.

To authorise or to authorise and require the Company from time to time, and either temporarily or permanently, to make, maintain,

alter, and remove such crossings, passing-places, sidings, junctions, turn-outs, and other works as may be necessary or convenient to the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or providing access to any stables, or carriage-sheds, or works, or buildings of the Company, or to any tramway of any other company or authority, owning or working or owning and working any tramway upon or over which the Company may acquire either by agreement or otherwise any power of user or running.

To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise it is expedient to remove or discontinue the use of any tramway or works as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways and works in lieu of a tramway or any part of a tramway or works so removed or discontinued to be used, or intended so to be.

To provide for and regulate the user by the Company for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To enable the Company for all or any of the purposes of the undertaking to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, or other works and conveniences on any such lands.

To incorporate in the Bill, and to confer upon the Company, all or some of the powers and provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845-1869, as amended by the Lands Clauses (Umpire) Act, 1883, and certain provisions of the Railways Clauses Act, 1853, and certain provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and the Bill will alter, amend, extend, enlarge, or repeal, as far as may be necessary for the purposes thereof, the provisions, or some of the provisions of the Tramways Act, 1870, or any Act amending the same.

To alter, extend, amend, enlarge, vary, or repeal the provisions of all or some of the Acts, Charters, Provisional Orders, and other powers incorporating or affecting the Blackpool Corporation, the Blackpool, St. Anne's, and Lytham Tramways Company, and any other company, corporation, or authority whose rights, powers, or privileges can or may be affected or interfered with by the Bill or any of the provisions thereof.

And notice is hereby further given that plans and sections of the proposed tramways and works, with a book of reference to such plans and a copy of this advertisement as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston; and with the Town Clerk of the borough of Blackpool, at the Town Hall in the said borough, and with the Clerk to the Commissioners at Lytham, at their office at Lytham, and with the clerk to the St. Anne's Local Board, at the office of the Local Board, and that a copy of so much of the plans and

sections and book of reference as relates to each of the before-mentioned parishes or places from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this advertisement as published in the London Gazette, will on or before the 30th day of November instant, be deposited for public inspection with the parish clerk for 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.

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 18th day of November, 1895.

TAHOUDINS and HITCHCOCK, 20, Victoria-street, Westminster, S.W., Parliamentary Agents for the Bill.

Board of Trade.—Session 1896.

Hemel Hempstead Water.

(Application for Provisional Order for authority to maintain and continue Waterworks; to construct additional Waterworks and supply Water; to define Limits of Supply; Water Rates, Rents and Charges; Opening of Streets and Roads for laying pipes; Provisions as to Share and Loan Capital; Agreements with Local Authorities and others; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Hemel Hempstead Waterworks and Laundry Company, Limited (hereinafter called the Undertakers) for a Provisional Order, pursuant to the Gas and Waterworks Facilities Act, 1870, for the following purposes (that is to say):—

To authorise the Undertakers to maintain, continue, alter, improve, and renew their existing Waterworks, hereinafter described as Hemel Hempstead, in the county of Hertford, to construct the new or additional Waterworks hereinafter described, in the parish of Hemel Hempstead, in the county of Hertford, viz.:—

The existing works hereinbefore referred to are as follow:—

- (a) A well shaft or boring with pumping station, pumping engines and engine and boiler house, public bath house, and other works, buildings, and conveniences in connection therewith, situate in Marlowes, Hemel Hempstead.
- (b) A Reservoir No. 1, situate on meadow land at the south-east corner of Chapel-street and Church-street, Hemel Hempstead.
- (c) A Reservoir No. 2, situate on meadow land, in the parish of Hemel Hempstead, abutting upon the south side of the public road called Redbourn-road, leading from High-street, Hemel Hempstead, to Corner Farm, High-street Green.
- (d) A conduit line of pipes or pumping main leading from the Pumping Station (A) in Marlowes aforesaid to the Reservoir No. 1, and thence to, and terminating at, the Reservoir No. 2 before described.

The new or additional works authorised by this Order will be situate in the said parish of Hemel Hempstead, and are as follow:—

- (e) A water tower or Reservoir No. 3, situate on a piece of ground forming part of Widmore Wood, at High-street Green, near High-street Farm, in the parish of Hemel Hempstead;
- (f) A conduit line of pipes or pumping main leading from the Pumping Station (A) in

Marlowes aforesaid to Queen-street, Hemel Hempstead, and from thence to, and terminating in, the water tower or Reservoir No. 3 before described, with a branch from the last-mentioned conduit line of pipes or pumping main extending along Redbourn-road to a junction with the existing water main at the top of Chapel-street, and to the Reservoir No. 2, before described;

together with all necessary water mains, pipes, drains, filters, sluices, culverts, wells, tanks, reservoirs, approaches, and other works and conveniences in connection with the aforesaid works, or any of them.

To authorise the Undertakers to deviate from the lines and levels shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be prescribed by the Order.

To define and extend the area within which the provisions of the Order shall be in force and have effect (hereinafter referred to as "the limits of supply"), so as to comprise within the limits of supply the parish of Hemel Hempstead, except such portion of that parish as is included within the limits of the Great Berkhamstead Water Order, 1885, the parish of Redbourn, so much of the parish of St. Michael's as is situated west and south of the main road leading from St. Albans to Redbourn, and is not included within the limits of the St. Albans Waterworks Act, 1865, and so much of the parish of Abbots Langley as is situated north of the lane called Water-lane, leading from Langley Waterside, and north of the lane called Tom's-lane, leading from the London and North-Western Railway to Bedmont, including the village of Bedmont, all in the county of Hertford.

To authorise the Undertakers to distribute and supply water for domestic, trade, and other purposes within the limits of supply, and to exercise all usual necessary powers for those purposes.

To authorise the Undertakers to lay down, maintain, and renew aqueducts, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or temporarily stop up and interfere with roads, lanes, footpaths, streets, pavements, bridges, public places, sewers, drains, and watercourses within the limits of supply.

To authorise the Undertakers to purchase and acquire by agreement, and hold lands, springs, waters, and other hereditaments and property, and also to take grants of, or acquire easements in and over lands, springs and waters and other hereditaments, for the purposes of their Undertaking.

To authorise the Undertakers to demand, collect, and recover rates, rents, and charges for the supply of water within the limits of supply, to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, to provide and sell, or let meters, fittings and other apparatus, and to supply water by measure.

To define and regulate the capital and borrowing powers of the Undertakers, and to authorise them to raise additional capital by shares, and by borrowing, and to limit the rates of dividend and interest to be paid on the share and loan capital of the Undertakers.

The Order will authorise the Undertakers and any District Council, Sanitary Authority, Company, bodies and persons, either within or beyond the limits of supply, to contract and agree for a supply of water for any purpose, in bulk or otherwise, and will enable such local and sanitary authorities to appropriate and apply funds, and to raise additional funds by rates or otherwise for

the purposes of any such contract or agreement.

The Order will sanction and confirm or preserve any contracts or agreements already made, or which prior to the granting of the Order may be made touching the aforesaid matters or any of them.

And the Order will alter, amend, 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 Consolidation 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, plans and sections of the existing Works, and also of the proposed new or additional Works, with a copy of this advertisement as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his Office at St. Albans, and also with the addition of a map showing the limits of supply 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 on and after that date copies will be furnished to all persons applying for the same at the Office of Messrs. W. & W. M. Bell, 27, Great George Street, Westminster, at the price of one shilling for each copy.

The Provisional Order when settled and made by the Board of Trade will also be deposited for public inspection with the Clerk of the Peace for the county of Hertford, at his Office at St. Albans, and copies thereof will be supplied to all persons applying for the same at the Office of the undersigned, W. & W. M. Bell, at the price of one shilling each.

Every company, corporation, person or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the intended Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1896, and a copy of any such representations or objections must at the same time be sent to the undersigned, Messrs. W. & W. M. Bell, on behalf of the Undertakers.

Dated this 18th day of November, 1895.

W. and W. M. BELL, 27, Great George Street; Westminster, Parliamentary Agents.

Board of Trade—Session 1896.

Ambleside Electric Lighting.

Electric Lighting Acts, 1882 and 1888.

(Power to the Windermere and District Electricity Supply Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the District of the Ambleside Urban District Council in the County of Westmorland; to Construct Works; to Lay Down Wires and other Apparatus; and to Break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the Windermere and District Electricity Supply Company, Limited, of Moorgate-court, Moorgate-street, in the City of London (hereinafter called "the

Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes, that is to say:—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the district of the Ambleside Urban District Council (hereinafter called the area of supply), in the county of Westmorland, 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, 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 lay down, set up, maintain, renew, or remove pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company 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 Company as may be necessary for effecting the objects of the proposed Undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances for the production, storage, and distribution of, and to produce, store, transform, and distribute electricity, electrical power and energy.

To authorise the Company to hire, sell, and let all necessary machines, meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company, on the one hand, and any county council, corporation, vestry, district board, district council, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things, as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and companies, to exercise the power with respect to the breaking up of streets and other places and things, and all, or any, of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed Undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the Electric Lighting Acts, 1882 and 1888, or any Act amending the same or incorporated therewith, are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of

electricity, and all matters incidental thereto, as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would, or might, interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

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 should be laid down in the following streets or roads within a period of two years after the commencement of the Order, viz.,

In so much of the Main Road from Troutbeck Bridge to Grasmere as is within the area of supply.

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:—

Back Kelsick-road, Back Compston-road, new road in Millans-park, Strawberry-bank-road, Highgate-road, new road Kelsick-paddock, Stony-lane, Lane to Nock-end, Slack-lane, Lane to High-grove, Lane to Round-hill, and so much of the main road from Troutbeck Bridge to Grasmere as is within the area of supply.

The railways which the Company propose to take power to break up, pass, or cross over or under, are as follows:—

Lancaster and Carlisle Railway (Windermere Branch).

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same at the office of the Lakes Herald, Ambleside, and at the office of Sydney Morse, of 4, Fenchurch-avenue, in the City of London, Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, 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 of January, 1896. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 19th day of November, 1895.

SYDNEY MORSE, 4, Fenchurch-avenue,
E.C., Solicitor for the above-named
Windermere and District Electricity
Supply Company, Limited.

In Parliament.—Session 1896.

The Aldrington Estate Water Company, Limited.
Aldrington Water.

(Power to a Company already constituted to Supply Water to the Parishes of Hove and Aldrington, in the County of Sussex; to Levy Rates; to Alter Memorandum and Articles of Association of the Aldrington Estate Water Company, Limited; and to Confer Additional Powers.)

NOTICE is hereby given, that the Aldrington Estate Water Company, Limited, whose registered office is situated at 2, Westbourne Villas, Aldrington, West Brighton, in the County of Sussex (hereinafter called the "Limited Company"), intends to apply to Parliament in the ensuing Session for an Act to effect the

following or some of the following purposes, viz.:

To incorporate a new Company created by such Act under the name of the Hove and Aldrington Water Company (hereinafter called "the Company"), to supply water within the limits of the parishes of Aldrington and Hove, both in the county of Sussex, and with power to purchase, hold, and dispose of lands and other property for the purposes of the Act, and for the purposes of acquiring and taking over all the property vested in the Limited Company at the time of the passing of the Act, and of making provision for saving the rights and obligations of the Limited Company and transferring the same to the Company.

To provide for the recovery of all water rents and other moneys due to the Limited Company, and for the payment of any debts owing by the Limited Company, and for the dissolution of the Limited Company, the cancellation, alteration, or repeal of the Memorandum and Articles of Association under which the Limited Company is at present acting, and to transfer to the Company all the property and powers of the Limited Company, and to make all necessary provisions as to and consequent upon the dissolution and winding up of the Limited Company, or if need be to continue the Limited Company as now under the same or a different name with further powers and privileges.

To confer on the Company power to borrow on mortgage Debentures or Debenture Stock, and other powers, to enforce the securities to be given to mortgagees and the holders of Debentures and Debenture Stock, and to authorise the raising of additional money by the creation of ordinary or preference shares.

To enable the Company to purchase, take on lease, and hold lands, interests, or easements in lands, but only by agreement.

To enable the Company to open, break up, and interfere with any streets, roads, public places, ways, railway bridges, culverts, sewers, gas mains, pipes, telegraphic, telephone, and other ways, and lay down mains and other pipes, and supply water within the parishes of Aldrington and Hove aforesaid, in so far as necessary for the supply of water for domestic, trading, shipping, public, sanitary, and other purposes within the said parishes.

To authorise the Company to take, collect, and recover the rents, charges, or rates for the supply of water, whether for domestic purposes, or for any trade or business purposes.

To make provision for the protection of the Waterworks and property of the Company, and for preventing the fouling of any water in the Company's reservoirs or waterworks, and all mains fixed in respect thereof.

To authorise agreements as to the supply of water in bulk or otherwise between the Company and any public body within the district.

To provide for the expense of and incident to the passing of the intended Act.

To confer on the Company powers to supply water by meter or otherwise; to prevent waste, misuse, or fouling of water; to remove pipes or fittings and to inspect the same, and for that purpose to enter any premises and to make any necessary regulation and bye-laws, and in case of default in compliance therewith to do any necessary works, and to enforce the same.

To confer upon the Company the usual Statutory powers, and for that purpose to incorporate and apply with or without modification the powers contained in the Waterworks Clauses Acts, 1847 and 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses

Acts, 1845, 1863, and 1869, and such parts of the Railway Clauses Consolidation Act, 1845, as relate to roads, the temporary occupation of lands, any Public Health Acts, and such other matters as may be deemed expedient, or some of them.

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

Dated this 19th day of November, 1895.

W. A. RODGERS, 17, King-street, Cheap-side, London, E.C., Solicitor for the Bill.

Board of Trade.—Session 1896.

Margate Corporation Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Corporation of Margate within the Borough of Margate; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets and Railways; 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 the Undertaking; the Borrowing of Money; and other Matters.)

NOTICE is hereby given, that the Mayor, Aldermen, and burgesses of the borough of Margate (hereinafter called the Corporation, and whose address is the Town Hall, Margate) 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 Corporation to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts within the borough of Margate (hereinafter called the area of supply).

2. To enable the Corporation to purchase, 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, buildings and appliances for generating, producing, storing, supplying, and distributing electricity or for other the 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 authorize the Corporation to open, break up, and interfere with all streets, roads, public places, ways, footpaths, railways, canals, 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 under ground, 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 authorize 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 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 authorize the Corporation to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

6. 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.

7. To authorize 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.

8. To authorize 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 contractors, 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.

9. 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 Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

10. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest upon the district fund and general district rate of the borough, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the Undertaking.

11. To incorporate with the Order section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability) and to extend that section to matters arising under the 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:—The portion of Marine-terrace situate east of the Victoria Clock Tower, Marine Drive, the Parade, Paradise-street, Fort-road, Fort-crescent, and Cliff-terrace.

The following are the streets not repairable by a local authority, bridges and railways which the Corporation propose to take powers to break up:—

Westbrook-terrace, All Saints'-road, Westbrook-road, the road leading to Westbrook Parish Hall, the part of Hatfield-road lying south of Canterbury-road, Thanet-road, Crescent-road, Albert-road, South Eastern Cottages-road, the new roads on the Salmestone Estate, Carroway's-place, Cliftonville-avenue, Price's-avenue, North-down-avenue, Approach-road, Lewis's-avenue, First-avenue, Second-avenue, Third-avenue, Fourth-avenue, Fifth-avenue, Norfolk-road, Surrey-road, York-road, Salisbury-road, Clarence-road, Cumberland-road, Warwick-road, Lewis's-road, the bridges carrying Canterbury-road, the road leading from Westbrook to Hartsdown and St. Peter's-road, over the London Chatham and Dover Railway.

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 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 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 Kent at Maidstone in the said county and at the Town Clerk's office, in the borough of Margate.

And notice is hereby lastly given, that 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 the undermentioned Town Clerk or Parliamentary Agents.

Dated the 22nd day of November, 1895.

GEORGE FOORD-KELCEY, Town Clerk, Margate.

SHARPE, PARKER, PRITCHARDS, and BARRHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1896.

Bishops Waltham Water.

(Application to the Board of Trade, under the Gas and Water Works Facilities Act, 1870, for a Provisional Order to Extend the Limits of Supply; To Raise Additional Share and Loan Capital; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Bishops Waltham Waterworks Company, Limited (hereinafter referred to as "the Company"), for a Provisional Order (hereinafter called "the Order") under the Gas and Water Works Facilities Act, 1870, for the following purposes (that is to say):—

To extend the existing limits of supply of the Company, as defined by the Bishops Waltham Water Order, 1894 (hereinafter referred to as "the Order of 1894"), and in addition to the parish of Bishops Waltham, comprised within such existing limits of supply, to add and include the parishes of Corhampton, Curdridge, Droxford, Exton, Hambledon, Meonstoke, Shedfield, Swanmore, Soberton, Upham, Warnford, and West Meon, being parishes in the Droxford Union in the county of Southampton or some part or parts of such parishes respectively.

To extend and apply all or some of the powers and provisions of the Order of 1894 to such extended limits of supply and to enable the Company to exercise such powers and provisions and all their powers and authorities in reference to the supply of water or otherwise within the said extended limits of supply and to lay down, construct and maintain all such mains, pipes, culverts, tanks, apparatus, appliances and conveniences in connection with the existing works of the Company as may be found necessary or convenient for the purposes of such extended limits and of the Order.

To enable the Company to break up, alter, cross, open, and interfere with streets, roads, highways, lanes, water courses, streams, sewers,

pipes, drains, and telegraph and telephone apparatus for the purposes of the Order within such extended limits, and to demand and recover rates and charges for the supply of water therein, not exceeding the rates and charges authorised by the Order of 1894.

To enable the Company to enter into agreements with sanitary and other local authorities, companies and persons within or beyond such extended limits of supply for the supply of water in bulk or otherwise.

To authorise the Company to raise additional capital by ordinary or preferred shares or stock, or partly by either of those modes, and by borrowing. To incorporate the Waterworks Clauses Acts, 1847 and 1863, and to repeal, alter, amend or extend some of the provisions of the Bishops Waltham Water Order, 1894.

And notice is hereby given, that a map showing the existing and intended limits of supply, with a copy of this advertisement, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and also at the office of the Board of Trade, Whitehall-gardens, 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 copies thereof, 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 under-mentioned Parliamentary Agents, and also at the office of Mr. F. Clarke, Solicitor, Bishops Waltham.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application may do so by letter, addressed to the Assistant Secretary of the Railway Department, Board of Trade, on or before the 15th day of January, 1896, and copies of every such representation or objection must at the same time be sent to the undersigned Parliamentary Agents on behalf of the Company. 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 to the promoters' agents.

Dated this 11th day of November, 1895.

W. & W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

North Eastern Railway and Hull, Barnsley, and West Riding Junction Railway and Dock Companies.

(Amalgamation; Power to enter into and confirmation of Agreements and other powers and capital arrangements; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway Company (hereinafter called "the Company") and the Hull, Barnsley, and West Riding Junction Railway and Dock Company (hereinafter called "the Hull and Barnsley Company") for an Act for all or some of the following purposes, that is to say:—

To amalgamate from and after such period or periods, and upon such terms and conditions as may have been or may be agreed upon, or as may be fixed and determined by or under the provisions of the intended Act, and notwithstanding any provisions contained in any Act

relating to either of the said Companies or in any agreement made under or confirmed by any such Act, the Hull and Barnsley Company with and into the Company, and to provide for the union and consolidation into one undertaking of the undertakings of the Company and the Hull and Barnsley Company (hereinafter called "the two Companies") respectively, so that the undertakings of the two Companies may (except where otherwise provided in, by, or under the provisions of the intended Act) be vested in and belong to the Company as one united and consolidated Company, and upon such amalgamation to enable the Company to exercise, enjoy, perform, fulfil, and discharge (subject to any limitations, exceptions, or modifications which may be provided for by the intended Act) all or some of the rights, powers, privileges, authorities, obligations, debts, liabilities, claims, and demands of the Hull and Barnsley Company, whether in relation to their own or any other undertaking, or the purchase or sale of lands and other property, the execution of works, the levying of tolls, rates, dues, and charges, the raising of money, or any other matters whatsoever:

To provide for the dissolution of the Hull and Barnsley Company as a separate and independent Company, and for the incorporation of the proprietors therein with the Company and its proprietors, and for the appointment, resignation, retirement, and compensation of, and other arrangements with respect to, directors, officers, and servants, and any persons affected by the proposed amalgamation, and for winding up the affairs of the Hull and Barnsley Company:

To provide for the conversion into stock of the Company of any stocks or shares of the Hull and Barnsley Company and as to the dates on which the dividends, interest, and annual or other payments are to be paid, and to empower the Corporation of Kingston-upon-Hull to sell and dispose of the stock held by them in the undertaking of the Hull and Barnsley Company:

To provide for the debenture stocks, mortgage, bond, debenture, and other debts of the two Companies respectively and the security of the respective creditors, and to enable the Company to pay off or redeem the debenture stocks, mortgage, bond, debenture, and other debts of the Hull and Barnsley Company upon such terms and conditions as may be prescribed or authorised by the intended Act, and to empower the Company for those and other purposes of the intended Act to increase their capital and to create and issue new shares or stock with or without a preference or priority in payment of dividends, and to borrow on mortgage, and to confer such preference or priority on the existing shares or stocks of the Hull and Barnsley Company or on any of them, or on any shares or stock that may be substituted therefor as have been or may be agreed upon:

To empower the Company and the Hull and Barnsley Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with reference to all or any of the matters aforesaid, and to confirm or provide for the confirmation of or to give effect to any agreement or agreements made or to be made between or on behalf of the two Companies, and any act done by them or either of them in contemplation or anticipation of or in any way relating to any of the objects of the intended Act:

To empower the Company to nominate a Humber Conservancy Commissioner in lieu of

the Commissioner appointed by the Hull and Barnsley Company.

To empower the Company to levy and recover tolls, rates, dues, and charges in respect of the Hull and Barnsley Company's undertaking, and to alter existing tolls, rates, dues, and charges, and to confer, vary, and extinguish exemptions from tolls, rates, dues, and charges, and to make other provision with reference to tolls, rates, dues, and charges, and the levying and recovery thereof:

To vary or extinguish all existing rights and privileges which would or might prevent or interfere with any of the objects of the intended Act, and to confer other rights and privileges, and, if thought fit, to make provision for the protection of any existing rights and privileges which may be affected or interfered with by the intended Act:

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned and of the local and personal Acts following, or some of them, that is to say:—

17 and 18 Vic., cap. 211; 56 and 57 Vic., cap. 198, and all other Acts relating to the Company.

The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880, and all other Acts relating to the Hull and Barnsley Company.

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

Dated this 18th day of November, 1895.

A. KAYE BUTTERWORTH, York;

J. S. MOSS BLUNDELL, Hull;

Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster;

REES and FERRER, 5, Victoria-street, Westminster;

Parliamentary Agents.

In Parliament.—Session 1896.

Lowestoft and Yarmouth (Light) Railway. (Incorporation of Company; Construction of Railway between Lowestoft and Yarmouth, in the County of Suffolk; Compulsory Purchase of Lands; Power to Take Tolls, &c.; Payment of Interest during Construction; Incorporation and Amendment of Acts.)

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

To incorporate a Company, and to authorise the Company so to be incorporated (hereinafter called "the Company"), to make and maintain upon the gauge of 4 feet 8½ inches the railway hereinafter described, or some part or parts thereof, together with all necessary and convenient stations, approaches, sidings, and other works and conveniences connected therewith (that is to say):—

A railway commencing in the parish of Gorleston, in the county of Suffolk, at a point on the south side of Station-road, 120 yards or thereabouts measured in a south-westerly direction along the said road from the junction of Southtown-road with Station-road, and terminating in the town and parish of Lowestoft, at a point on the north side of the Yarmouth-road, measured in a south-easterly direction 300 yards along the said road from the milestone marked 9 miles

from Yarmouth, which said intended railway will pass from, in, through, or into the parishes of Gorleston, Great Yarmouth, Southtown, Hopton, Lound, Blundeston-cum-Flixton, Corton, Gunton, Oulton, and Lowestoft, or some of them, all in the county of Suffolk.

It is intended to work the aforesaid railway as a light railway, and to apply the provisions or such of the provisions of the Regulation of Railways Act, 1868, so far as may be necessary as to the crossing of roads on the level, limiting the speed of engines, and otherwise in such manner as the Bill may prescribe.

The Bill will or may authorise the Company to exercise the following powers, or some of them, viz.:

To deviate laterally from the lines of the intended railways and works shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent in each case as the Bill may authorise or prescribe.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, pipes, sewers, canals, 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 intended works, or any of them.

To purchase and take, compulsorily or by agreement, lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same, and for the purposes of the intended railways and works, and to vary or extinguish any rights or privileges connected with the lands, houses, and hereditaments purchased by the Company, and to confer other rights and privileges.

To levy rates, tolls, and charges upon or in respect of the intended railways and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or charges.

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

And enable the Company, notwithstanding anything in the Companies Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds, from time to time, interest or dividends on any shares or stock of the Company.

And notice is hereby given, that on or before the 30th day of November, 1895, 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 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 Suffolk, at his office at Ipswich; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railway and works, or any part thereof, will be made, or in which any lands proposed to be taken are situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the clerk of the parish council, or, in the absence of a clerk, with the chairman of the parish council of each parish at his residence, and where no parish council has been elected with the parish clerk at his residence, and in 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 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.

HAROLD CHAMBERLIN, Yarmouth, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1896.

Retford, Rotherham, and Barnsley Railway
(Extension of Time).

(Extension of Time for Purchase of Lands and Construction of Railways and Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Retford, Rotherham, and Barnsley Railway Company (hereinafter referred to as "the Company"), for an Act to extend the periods extended and limited by the Retford, Rotherham, and Barnsley Railway Act, 1893 (hereinafter referred to as "the Act of 1893"), for the compulsory purchase of lands for, and for the construction of the railways and works authorised by the Rotherham, Blyth, and Sutton Railway Act, 1891, and the Rotherham, Blyth, and Sutton Railway Act, 1892 (as amended by the Act of 1893), respectively: and to extend the period limited by the Act of 1893 for the compulsory purchase of lands for, and for the construction of the railways and works authorised by that Act.

To amend, alter, extend, or repeal all or some of the provisions of the before-mentioned Acts, and to vary and extinguish all rights and privileges which would or might interfere with the objects of the intended Act, and to confer other rights and privileges.

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

Dated this 16th day of November, 1895.

PARKER, RHODES, and Co., Rotherham.	} Solicitors.
WALTER WEBB and Co., 23, Queen Victoria-street, London, E.C., Parliamentary Agents.	

In Parliament.—Session 1896.

Sheffield Tramways.

(Powers as to Leasing, &c., of Tramways by Corporation; Electrical or Mechanical Power; Re-construction of Existing Tramways; Alteration of Double Lines; Power to Corporation to carry out Works; Provisions as to Capital and Internal Affairs of Company; Application of Reserve Funds; Increase of Capital; Agreements with the Corporation; 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 Sheffield Tramways 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:—

To authorize the Mayor, Aldermen, and burgesses of the borough of Sheffield (hereinafter referred to as "the Corporation") to grant and the Company to accept and take a lease or leases for any term of years they may think proper of any tramways and all works and property con-

nected therewith, which may at the time of the passing of the Bill belong to or be at any time thereafter acquired, constructed, or owned by the Corporation, or which may be re-constructed (all which tramways and works are hereinafter referred to as "the Tramways"), and to authorize the Company to work, maintain, and use the tramways, and to take and recover tolls on and in respect thereof.

To empower the Company to work and use the tramways, or any of them, by means of engines, carriages, trucks, and vehicles moved by cable, electrical, mechanical, or other power except steam, and either in addition to, or in substitution for, animal power, and to construct or re-construct the tramways so far as may be necessary for the use thereon of cable, electrical, mechanical, or other power, and to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular power to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footways, pavements, water-courses, bridges, sewers, drains, water pipes, gas pipes, and electric, telegraph, and telephonic tubes, wires and apparatus, and to lay down, on, in, under, or over the surface of any street, road, or place such rails, posts, wires, tubes, mains, plates, slots, ropes, cables, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways in or under any such surface as may be necessary or convenient either for the actual working of the tramways, or for providing access to or in connection with any engines, machinery or apparatus, and to empower the Company for the purpose of working the tramways to erect engines and machinery for working such ropes, cables, wires, or apparatus, and to empower the Company to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to any such cable, electrical, mechanical, or other power, or any of them.

To authorize the Company with the consent of the Board of Trade and the Corporation to substitute single or interlacing lines of tramway for the present double lines in any streets or roads within the said borough.

To empower the Corporation in lieu of the Company to construct and do all works and things required to render the tramways capable of being worked by cable, electrical, or other mechanical power except steam.

To empower the Corporation and the Company to enter into agreements with regard to the construction, maintenance, repair, renewal and working, and the user by the Company of the tramways, and the rails, cables, wires and other apparatus, works and property connected therewith, and for facilitating the conveyance of traffic over or along such tramways, and to confirm any agreements entered into or to be entered into with any authority, Company, or person, with respect to any of the matters aforesaid or any of the purposes of the Bill.

§ To authorize the Company to raise, for the purposes of the Bill and the general purposes of their Undertaking, additional capital by the issue of new shares or stock, as preference or ordinary, and by borrowing or either of such methods, and to apply, for the purposes aforesaid, any capital, funds or money belonging to or which may be paid by the Corporation, or authorized to be raised or borrowed by the Company.

To apply to the Company the provisions of the

Companies Act, 1862, so far as they relate to the winding up of a company registered under that Act by the passing of a special resolution.

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

To alter, amend, extend, enlarge, repeal, or render inapplicable, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the Tramways Act, 1870, the Sheffield Tramways Act, 1872, and any other Act or Acts incorporated therewith, or relating to the subject-matter of the Bill.

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 20th day of November, 1895.

WALTER WEBB and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

Board of Trade.—Session 1896.

Gloucester Corporation Electric Supply.

(Power for Corporation of Gloucester to Produce, Store, and Supply Electricity within the City of Gloucester; to Acquire and Appropriate Lands, and to Construct Works; to Break up or Interfere with Railways and Tramways, and to Lay Down or Erect Mains, Pipes, Wires, and Apparatus; to Demand and Levy Rates and Charges; entry into Houses and Buildings; Contracts and Transfer of Undertaking; Borrowing of Money, and other Powers).

NOTICE is hereby given, that the Mayor, Aldermen and citizens of the city of Gloucester, in the county of the city of Gloucester (hereinafter called "the Corporation," and whose address is Guildhall, Gloucester), 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 Corporation to produce, store, supply, and distribute electricity for public and private purposes, as defined by the said Acts, within the city of Gloucester, hereinafter referred to as the area of supply.

2. To enable the Corporation to acquire, take on lease, and hold lands or interests or easements in or over lands, and 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, buildings, and appliances for generating, producing, storing, supplying, and distributing electricity, or for other the 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 authorize the Corporation to open, break up, and interfere with all streets, roads, public places, ways, footpaths, railways, tramways, canals, 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 under ground, or otherwise, electric lines, conductors, mains, pipes, tubes, wires, posts, street or distributing boxes, meters, apparatus, or other works or things required for the purpose of enabling the Corporation to supply, produce, store,

convey, transmit, or distribute electricity, and to confer all such other powers upon the Corporation as may be necessary for effecting the objects of the proposed Undertaking.

4. To authorize 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 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 authorize the Corporation to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machines, lamps, meters, fittings, and apparatus connected therewith.

6. 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.

7. To authorize 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.

8. To authorize the Corporation to enter into contracts with Companies or persons for the execution and maintenance of works and for supply of electricity, and to relieve the Corporation from the consequences of any acts or defaults of any such contractors. And to empower the Corporation to transfer to Companies or persons all or some of their rights, powers, duties, privileges, liabilities, and works, for such period and upon such terms and conditions as may be agreed upon.

9. 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 Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

10. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest upon the District Fund and General District Rate of the city, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the Undertaking.

11. To incorporate with the Order section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability), and to extend that section to matters arising under the Order.

12. The names of the streets in which it is proposed that electric lines shall be laid down, within a specified time, are as follows:—

The Cross; Northgate-street, from the Cross to Hare-lane; Southgate-street, from the Cross to Commercial-road; Eastgate-street; Westgate-street, from the Cross to the Shire-hall.

13. The following are the streets, not repairable by a local authority, bridges, railways, and tramways which the Corporation propose to take powers to break up, that is to say:—

Llanthony-road; Station-road, from Whitfield-street to George-street; the Great Western Railway and Dock Branch Railway; the Midland Railway and Dock Branch Railway; the Tramways belonging to the City of Gloucester Tramways Company Limited.

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 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 November instant for public inspection at the office of the Clerk of the Peace for the county of Gloucester, at his office, at the Shir-hall, Gloucester; at the office of the Clerk of the Peace for the county of the city of Gloucester, at his office, at Eldon-chambers, Gloucester; and at the office of the undermentioned Town Clerk.

And notice is hereby further given, that every local and 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 January, 1896, and a copy of such objection must also be forwarded to the undermentioned Town Clerk or Parliamentary Agents.

Dated the 18th day of November, 1895.

GEO. SHEFFIELD BLAKEWAY, Town Clerk,
Gloucester.

SHARPE, PARKER, PRITCHARDS, and
BARHAM, 9, Bridge-street, West-
minster, Parliamentary Agents.

In Parliament.—Session 1896.

Caerphilly Markets.

(New Markets, Buildings, and Approaches; Maintenance, Alteration and Improvement of Present Markets; Slaughter Houses; Tolls, Rates, Rents, and Stallages; Prohibiting Sale and Exhibition of Cattle, and Live Stock, and Articles in Public Streets; Prohibiting Slaughter of Animals except in Slaughter Houses of Undertakers; for Regulating Driving of Cattle; Altering Times of Holding Markets and Fairs; Byelaws and Regulations; Limits of Intended Act; Incorporation of Company; Incorporation of Acts, and other purposes.)

APPPLICATION is intended to be made to Parliament next Session for leave to bring in a Bill, to confer upon David Lewis, of Caerphilly, in the county of Glamorgan, his heirs and assigns, or upon a company to be incorporated by the Bill, or otherwise, as the case may be, (hereinafter respectively referred to as "the Undertakers"), all or some of the following powers, and to make all necessary provisions for effecting all or some of the following purposes, that is to say:—

1. To establish, construct, regulate, enlarge, extend, improve and maintain, and to discontinue markets and fairs within the limits hereinafter mentioned.

2. To construct, erect, or provide a market with all necessary buildings, stalls, standings, and other accommodation therein for the sale of meat, fish, poultry, vegetables, garden seeds, fruit, corn, cheese, and other marketable provisions, commodities, goods, wares, and merchandise, in lieu of, or in addition to, the present cheese and corn markets in Market-street, Caer-

philly, and upon the sites thereof, and upon the other lands next hereinafter mentioned, or some of them, namely:—the Twyn, Caerphilly, in the parish of Eglwysilan, in the county of Glamorgan, or within other limits to be prescribed by the Bill: and also to provide for the maintenance, enlargement, and improvement of the present market hall, markets, and market place, and for the appropriation and user thereof for the purposes of the said intended market.

3. To erect or construct and maintain a market or markets for the sale of cattle, horses, sheep, pigs, and other live stock, and of hay, straw, fodder, and roots, with all requisite buildings, approaches, and other works and conveniences, upon land now belonging to the said David Lewis, and known as Tonyfelin Meadow, situate between Castle-street, Bedwas-road, and the Cledda-brook, Caerphilly, all situate within the parish of Eglwysilan, in the county of Glamorgan.

4. To make all necessary approaches to the said markets, or any or either of them.

5. To purchase by agreement, or take on lease such lands, houses, buildings, and easements as may be necessary for the purposes of the existing or proposed markets and fairs, or any other purposes of the intended Act.

6. To cross, divert, alter, stop-up, and interfere with, whether temporarily or permanently, all streets, roads, highways, footways, railways, tramways, watercourses, drains, sewers, pipes, tubes, and telegraphs which it may be necessary so to cross, divert, alter, stop-up, or interfere with, for the purposes of the intended Act.

7. To erect and provide slaughter-houses, and to prohibit the slaughtering of cattle and other animals, and the dressing of any carcase for sale, except in slaughter-houses erected or provided by the Undertakers, within the limits of the intended Act.

8. To levy and collect tolls, rents, rates, stallages, dues, duties, and other payments for and in respect of the said markets, market-place, market-houses, slaughter-houses, fairs, buildings, and other works and conveniences, to alter existing tolls, rates, stallages, duties and other payments; and to confirm, continue, vary or extinguish exemptions from the payment of any such existing or other tolls, rents, rates, stallages, dues, duties, and payments.

9. To declare the limits of the intended Act to be the Town Ward of the Urban District Council of Caerphilly, in the county of Glamorgan. To prohibit the holding of any other market or fair within those limits, and to prohibit or restrict the sale or exhibition of cattle, horses, sheep, pigs, or other live stock, and of corn, hay, straw, fodder and roots, or any animal, article and thing, in the streets and public places within the said limits, except as may be authorised by the intended Act, elsewhere than in the markets and fairs authorised by, and in such manner as may be provided for by, the intended Act. To alter all or any of the existing or customary days for the holding of the markets and fairs, and to fix other days in lieu thereof, or in addition thereto. To regulate the mode of or prohibit the drawing or leading or conveyance of cattle, horses, sheep, pigs, and other animals, in or through any of the streets, roads, or thoroughfares leading or adjacent to the said intended cattle-market; and to make provision by bye-laws and otherwise for the government and regulation of the present and intended markets and fairs, and intended slaughter-houses, and of persons using or frequenting the same, and for enforcing such prohibitions, restrictions, bye-laws, and regulations, by penalties and otherwise.

10. To vary or extinguish all existing rights

and privileges, which would or might in any way prevent or hinder any of the objects of the intended Act being carried into full and complete effect, and to confer other rights and privileges.

11. To make provision as to the purchase by the Caerphilly Urban District Council, and the sale to them by the Undertakers, of the property, rights, powers, privileges, and advantages of the Undertakers, in relation to markets and fairs, at such time, and on such terms, and subject to such conditions, as may be agreed upon, or as may be prescribed or authorised by the intended Act.

12. And provision will or may be made in the Bill for incorporating a Company to carry into execution the powers of the intended Act, and for the sale and transfer to such Company of the existing fairs and markets, and all rights, liberties, privileges, and advantages now vested in or belonging to the said David Lewis, of holding and keeping fairs and markets in Caerphilly.

13. To incorporate with the Bill, 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 Markets and Fairs Clauses Act, 1847, and any Acts amending or extending the same.

14. 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.

DURNFORD & Co., 38, Parliament-street,
Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1896.

East Huntingdonshire Water Company.

(Provisional Order.)

(Construction of further Works in County of Cambridge; Extension of Limits of Supply; Rates, &c.; Powers as to Lands, Waters, Roads, Alteration of existing and further Capital Powers; Amendment of Act, &c., &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, pursuant to the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Act, 1870 Amendment Act, 1873, by or on behalf of the East Huntingdonshire Water Company (hereinafter called "the Company"), for a Provisional Order for effecting the purposes, or some of the purposes following (that is to say):—

To extend the limits within which the Company are authorised to supply water, so as to include the parishes of Arrington, Wimpole, Wendy Whaddon, and such parts of the parishes of Bassingbourn and Kneesworth, as lie to the north of the road called Ashwell-street, and its continuation eastwards towards the Royston and Cambridge Railway, all in the county of Cambridge, or some or one of them, or some part or parts thereof, respectively, and to enable the Company within those extended limits to have and exercise all or any of the powers, rights, privileges, and authorities which they have or may exercise within their existing limits of supply, and to demand, take, and levy rates, rents, and charges, differentially or otherwise, for and in respect of the supply of water within such extended limits, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges, respectively.

To empower the Company to make and maintain, in the county of Cambridge, with all necessary approaches, embankments, roads, filtering-

beds, wells, dams, sluices, culverts, mains, pipes, engines, and all works and conveniences necessary for the supply of water, the waterworks, and other works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):—

A well and pumping station in the parish of Bassingbourn, situate in the south-east corner of the field numbered 206 in that parish on the Ordnance map, scale $\frac{1}{25000}$.

An aqueduct, conduit, or line or lines of pipes, commencing at the well and pumping station hereinbefore described, passing thence from, through, or into the parishes of Bassingbourn, Kneesworth, Whaddon, Wendy, Wimpole, Arrington, Long Stowe, and Bourn, and terminating in the said parish of Bourn by a junction with the existing main of the Company at or about their present pumping station, near the Old North-road Station of the London and North Western Railway Company's Cambridge and Bletchley Railway.

To authorise the Company to deviate laterally from the lines of the intended works, and vertically from the levels thereof.

To authorise the Company in the parishes aforesaid, or any of them, to cross, break up or alter, or temporarily to stop up roads, highways, streets, pipes, sewers, rivers, streams, bridges, and railways.

To empower the Company to take, collect, and divert into the intended works aforesaid, and therein impound, and thence distribute, any water which may be obtainable by them from the well and pumping station hereinbefore described, as well as the waters of any springs and streams, or any other waters on or near the site of the proposed works, or which may be from time to time in, on, or under any lands, for the time being, belonging to the Company.

To authorise the Company to purchase, take, and lease, or otherwise acquire by agreement, and to hold, sell, and dispose of lands, tenements, and hereditaments, and easements and rights in, over, or in connection with such lands, tenements, and hereditaments.

To extend to the works proposed to be authorised by the proposed Provisional Order and to the Company in relation thereto, all the powers, rights, privileges, and authorities so far as applicable, conferred upon the Company by the East Huntingdonshire Water Act, 1887, as fully and effectually as if the proposed new works had been authorised by that Act.

To alter, define, and regulate the capital and borrowing powers of the Company and the powers of the Company in relation thereto, and if thought fit to authorise the Company to create and issue any portion of their authorised capital as preference capital, and to attach thereto such priorities and other rights and privileges as the Provisional Order may define or provide for, and to empower the Company to create and issue additional capital, ordinary or preferential, and to borrow money, and if thought fit to reduce or provide for the reduction of the authorised capital of the Company.

To amend, alter, or repeal the East Huntingdonshire Water Act, 1887, and any other Act or Acts relating to the Company or their undertaking.

To vary or extinguish all rights and privileges which would interfere with the objects aforesaid, or any of them, 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 instant, plans and sections of the proposed works, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection

with the Clerk of the Peace for the county of Cambridge, at his office at Chesterton, in that county, and at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby further given, that on or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of the undersigned, where such copies when deposited, and also copies of the Provisional Order when made, will be obtainable by all persons applying for the same, at the price of one shilling each.

Any company, corporation, or person wishing to make any representations to the Board of Trade, or to bring before them any objection respecting the proposed application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next ensuing, and such persons must at the same time send copies of their objections to the Company at the offices of the undersigned, and in forwarding to the Board of Trade such objections, such persons must state that a copy of the same has been sent to the Company or their agents.

Dated this 20th day of November, 1895.

GEO. D. DAY, St. Ives, Huntingdonshire, Solicitor.

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

In Parliament.—Session 1896.

Tenterden Railway.

(Level Crossing on Main Road between Appledore and Appledore Station; Alteration of Road; Working and other Arrangements with the South Eastern Railway Company; Confirmation of Agreements; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Tenterden Railway Company (herein 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 authorize the Company to cross on the level, stop up, alter, or divert, temporarily or permanently, so much of the main road between Appledore and Appledore Station, in the county of Kent, as may be necessary or convenient for the construction or maintenance of the railways and works authorized by the Tenterden Railway Act, 1895, or to carry such road over the said railway by means of a bridge.

2. 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 the road aforesaid which shall be carried over the railways authorized by the Tenterden Railway Act, 1895, by a bridge as aforesaid, or the approaches thereto, and to empower the Company and the Kent County Council, or other the Highway Authority, to enter into agreements with respect to such repair and maintenance.

3. To authorize 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 and rescind contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the South-Eastern Railway Company of the railway and works of the Company; the supply and maintenance of engines, stock, plant, and machinery; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, or main-

tenance and management, regulation, interchange, accommodation, collection, conveyance and delivery of the traffic upon, or coming from or destined for the Undertaking of the Company; the levying, fixing, collection, payment, division, appropriation, and apportionment of the tolls, rates, charges, income and profits arising from the railway and works of the Company; the employment of officers and servants; the sums or considerations whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either Company to the other of them for or on account of any of the matters to which the respective contracts, agreements, or arrangements relate; the appointment of joint committee and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid or any of them.

4. To sanction and confirm any contract, agreement, or arrangement between the Company on the one hand, and the South-Eastern Railway Company on the other hand, already made or which may be made with respect to all or any of the matters aforesaid or other the objects and purposes of the Bill.

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

6. To alter, amend, or repeal the provisions or some of the provisions of the Tenterden Railway Act, 1895, the 6 and 7 Vict., cap. 52, and all other Acts relating to the South-Eastern Railway Company.

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 7th day of November, 1895.

W. G. MACE and SONS, Tenterden, Solicitors.

BAKER, LEES, and POSTLETHWAITE, 22, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1896.

London United Tramways.

(Power to place Posts, Wires, &c., in or over Streets or Roads in the County of London, for purposes of Traction by Electrical or Mechanical Power; Amendment of Provisional Order and Act, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the London United Tramways, Limited (hereinafter called "the Company"), for a Provisional Order for the following purposes (that is to say):—

To authorise the Company, with the consent of the London County Council, to place and maintain in or over the surface of any street, road, or place, within the Administrative County of London, such posts, brackets, and wires as may be necessary or convenient for working the tramways of the Company constructed or authorised within the said county by electrical or other mechanical power.

To amend, alter, or repeal so much of the London United Tramways Order, 1895, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1895, as limits the placing of posts, brackets, and overhead wires in or over streets and roads to streets and roads outside the said county, and to render inapplicable to the Company's Undertaking the London Overhead Wires Act, 1891,

and all or any bye-laws made in pursuance thereof.

A draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the offices of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, London, S.W., on or before the 15th day of January, 1896, and copies of any such representation or objection must, at the same time, be sent to the Promoters or the undersigned, Walter Webb and Co., and in forwarding to the Board of Trade any such representation or objection, the objectors or their Agents should state that a copy of the same has been sent to the Promoters or their Agents.

Dated this 21st day of November, 1895.

STANLEY, WASBROUGH, and DOGGETT,
Bristol, Solicitors.

WALTER WEBB and Co., 23, Queen Victoria-
street, London, E.C., Parliamentary
Agents.

Humber and Company Limited.

AT an Extraordinary General Meeting of the above-named Company, duly convened, and held at the Cannon-street Hotel in the city of London, on the 7th day of November 1895, the following Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened, and held at the registered office of the Company, No. 32, Holborn-viaduct, in the city of London, on the 22nd day of November 1895, the said Special Resolutions were duly confirmed, viz. :—

1. "That it is desirable to reconstruct the Company, and that the scheme of reconstruction submitted to this Meeting be and the same is hereby approved.

2. "That in pursuance of such scheme, the Company be wound up voluntarily, and that Mr. J. T. Allbutt, be appointed Liquidator for the purpose of such winding up.

3. "That the draft agreement submitted to this Meeting and expressed to be made between this Company and its Liquidator of the one part and the proposed new Company of the other part, be and the same is hereby approved; and that the said Liquidator be and is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with such new Company (when incorporated) in the terms of the said draft, and to carry the same into effect with such modifications (if any) from time to time as he may deem expedient."

ARTHUR R. MARTEN Chairman.

In the High Court of Justice.—Companies (Winding-up).

Mr. Justice Vaughan Williams.

No. 00274 of 1895.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Mortgage Insurance Corporation Limited and in the Matter of the Joint Stock Companies Arrangement Act 1870.

NOTICE is hereby given that by an Order dated the 18th November 1895 made in the above matters by Mr. Registrar Hood Andrew Dodds Fairbairn and Horace Harrington Nelson the Liquidators of the above named Corporation were ordered to convene five several meetings of the classes of creditors and contributories of the Corporation specified in the Schedule hereto for the purpose of considering and if thought fit approving with or without modification a scheme of arrangement proposed to be made between the said Corporation and the said several classes of creditors thereof a copy of which scheme can be seen at the office of the Liquidators' Solicitors Messrs. Baker Blaker and Hawes of 117 Cannon-street in the city of London prior to the day of the meetings and that such meetings respectively will be held at the Institute of Chartered Accountants Moorgate-place Moorgate-street London E.C. on Friday the 6th day of December 1895 at the several times specified in the said Schedule at which times and place all the said classes of creditors and contributories are requested to attend. The said creditors and contributories may attend such meetings respectively and vote either in person or by proxy but no contributory shall give a proxy except to another contributory and no creditor shall give a proxy except to another creditor. In the case of joint creditors or joint contributories any one of such joint creditors or joint contributories may vote or give a proxy. Policy holders attending the meetings must if required by the Liquidators or the Chairman of the meeting produce their policies before voting. The said Order directs that the said Horace Harrington Nelson and failing him the said Andrew Dodds Fairbairn be Chairman of such meetings and that such Chairman is to report the result thereof to the Court.—Dated this 22nd day of November 1895.

H. J. HOOD Registrar Companies Winding-up.

BAKER BLAKER and HAWES Solicitors to the said Andrew Dodds Fairbairn and Horace Harrington Nelson.

SCHEDULE.

Contributories and Classes of Creditors.	Time appointed for Meeting on the 6th December 1895.
1. Holders of policies of the Corporation other than mortgage policies and Capital Redemption Fund policies	At 11 A.M.
2. Secured creditors of the Corporation other than the holders of Capital Redemption Fund policies	At 12.30 P.M.
3. Holders of mortgage policies of the Corporation	At 1.30 P.M.
4. Unsecured creditors of the Corporation other than policy holders and creditors in respect of salaries wages and office rent and expenses	At 3 P.M.
5. Contributories	At 4 P.M.

In the High Court of Justice.—Companies
(Winding-up).

Mr. Justice Vaughan Williams.

No. 00275 of 1895.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the Herculite and Electrical Manufacturing Company Limited.

NOTICE is hereby given, that a petition for the winding-up of the above-named Company by or subject to the supervision of the High Court of Justice was on the 22nd day of November 1895, presented to the said Court by the Harburg and Vienna India Rubber Company (a Company registered in Germany) of Harburg, Vienna, Tower-chambers London Wall in the city of London and elsewhere Manufacturers and Importers of Rubber Goods, creditors of the said Herculite and Electrical Manufacturing Company Limited, and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice, Strand, London, on the 4th day of December 1895, and any creditor or contributory of the said last mentioned 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.

WM. HALSTED DALE 46 Finsbury-circus
London E.C. Solicitor for the Petitioners.

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 six o'clock in the afternoon of the 3rd day of December 1895.

In the Chancery of the County Palatine of
Lancaster.—Liverpool District.
1895. H. 94.

Between Robert Paterson Houston on behalf of himself and all other the holders of debentures in the Defendant Company plaintiffs and the New North Leeswood Collieries Limited defendants.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster made in the above action and dated the 1st November 1895 whereby it was ordered that the following inquiry and account be made and taken:—An inquiry what debentures have been issued by the defendant Company and who are the persons entitled to the benefit of the same respectively. An account of what sums are due to the persons entitled to the benefit of the debentures of the said Company issued as aforesaid. Notice is hereby given that the persons claiming to be holders of debentures issued by the New North Leeswood Collieries Limited are required on or before the 17th day of December 1895 to send by post prepaid to Mr. George Harley a member of the firm of Messrs. Simpson North Harley and Birkett of No. 1 Water-street Liverpool plaintiff's Solicitors their Christian and surnames addresses and descriptions and the particulars of their claims and the number of the debentures and if so required by notice in writing such claimants are by their Solicitors to

come in and prove their claims at such time and place as shall be specified in such notice or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every claimant is to produce his or her mortgage debenture before the Registrar at the Chancery Office 9 Cook-street Liverpool on Monday the 23rd December 1895 at eleven o'clock in the forenoon being the time appointed for adjudicating upon the claims.—Dated this 23rd day of November 1895.
F. WILLIS TAYLOR Registrar.

The Bolton Mutual Property Company, Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at the Central Hall (Hotel-street entrance), Bolton, in the county of Lancaster, on the 29th 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 18th day of November, 1895, the following Special Resolutions were duly confirmed:—

1. "That the Bolton Mutual Property Company, Limited, be wound up voluntarily.

2. "That Harold Mather, of 10 Acresfield, Bolton, in the county of Lancaster, Chartered Accountant, be appointed Liquidator."

HILARY S. FORREST Chairman.

In the Matter of Town Lots Syndicate Limited.

AT Extraordinary General Meetings of the above-named Company duly convened and held respectively at 28 and 29, St. Swithin's-lane, E.C. on the 28th day of October, 1895, and the 18th day of November, 1895, the subjoined Special Resolutions were duly passed and confirmed:—

1. "That the Company be wound up voluntarily under the provisions of the Companies Acts, 1862 and 1867.

2. "That Alexander Hall Downes, of 28 and 29, St. Swithin's-lane, E.C., Accountant, be and he is hereby appointed Liquidator for the purposes of such winding-up.

3. "That the Liquidator be at liberty to divide among the contributories of the Company, in specie, any part of the assets of the Company."

L. G. BARBER Chairman.

In the Matter of the "Cheniston" Steamship Ltd.

IN consequence of the steamship "Cheniston" having been sold an Extraordinary General Meeting of the Members of the above named Company was duly convened and held at 81 Gracechurch-street London on the 30th day of October 1895 when 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 18th day of November 1895 the following Resolution was duly confirmed, viz:—

"That the 'Cheniston' Steamship Limited be wound up voluntarily under the provisions of the Companies Acts 1862 and 1867 and that Mr. Herbert Alfred Harris of 81 Gracechurch-street in the city of London be and is hereby appointed Liquidator for the purpose of such liquidation."

Dated 23rd November 1895.

HERBERT A. HARRIS Chairman.

In the Matter of the Dunlop Brougham Coy. Ltd.

AT an Extraordinary General Meeting of the above named Company duly convened and held on the 23rd day of October 1895 at 11 Queen Victoria-street in the city of London the following

Special Resolution was duly passed and at a subsequent Extraordinary General Meeting of the Members of the above Company duly convened and held at the same place on the 9th day of November 1895 the following Resolution was duly confirmed viz. :—

“That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1867 and that Edmund Ernest Piercy be and he is hereby appointed Liquidator for the purposes of such winding up.”

Dated the 9th day of November 1895.

WALTER TEES Chairman.

JOHN B. PURCHASE 11 Queen Victoria-st., E.C., Solr.

In the Matter of the Constructional Iron Works Coy. Ltd.

AT an Extraordinary General Meeting of the abovenamed Company duly convened and held at 11 Queen Victoria-street in the city of London on the 18th 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 4th day of November 1895 the following Resolution was duly confirmed viz. :—

“That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1867 and that Walter Ayres of Dace-road Bow E. the Secretary of the said Company be, and he is hereby appointed Liquidator for the purposes of such winding up.”

Dated the 12th day of November 1895.

F. CROOKE Chairman.

JOHN B. PURCHASE 11 Queen Victoria-street E.C. Solr.

In the Matter of the National Trading Company Limited.

NOTICE is hereby given that the creditors of the above named Company are required on or before the 23rd day of December 1895 to send their names and addresses, and the particulars of their debts, or claims, and the names and addresses of their Solicitors, if any, to Mr. Edward Arthur Conner, of 2, Carr-street, Blackfriars-street, Manchester, the Liquidator of the said Company, and, if so required by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts, or claims, at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 23rd day of November 1895.

E. ARTHUR W. WRAGG 14, Saint Ann's-square, Manchester, Solicitor to the above named Liquidator.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Bolton Mutual Property Company Limited.

NOTICE is hereby given that the creditors of the above named Company are required on or before the 18th day of December next to send their names and addresses and particulars of their debts or claims and the names and addresses of their Solicitors (if any) to Mr. Harold Mather No. 10 Acresfield Bolton in the county of Lancaster Chartered Accountant the Liquidator of the said Company and if so required by notice in writing from the said Liquidator are personally or by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of

any distribution made before such debts are proved.—Dated this 22nd day of November 1895.

J. MARTIN RUTTER 13 Mawdsley-street Bolton Solicitor for the above named Liquidator.

Tuppers Advertising Limited.

NOTICE is hereby given that a General Meeting of the Members of Tuppers Advertising Limited will be held at 50 New-street Birmingham on Thursday the 2nd day of January 1896 at 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.—Dated this 21st day of November 1895.

ARTHUR JOHN PASS Liquidator.

ALFRED R. LYNEX, Solicitor, Birmingham.

In the County Court of Lancashire holden at Ashton-under-Lyne and Stalybridge.

No. 2 of 1894.

In the Matter of the Companies Acts 1862 to 1890 and in the matter of the Portland Street Mills 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 the Liquidator No. 24 North John-street Liverpool on Friday the 27th day 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.—Dated the 22nd day of November 1895.

H. D. ESHELBY Liquidator.

The Corn Market Hotel 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 office of the Liquidator, No. 1, South John-street, Liverpool on Monday the 30th of December 1895, 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 22nd day of November 1895.

D. GIBSON Liquidator.

Dowie and Handyside Limited in Liquidation.

NOTICE is hereby given pursuant to 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 at 22 Booth-street Manchester on the 31st day of December 1895 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 shall be disposed of.—Dated this 22nd day of November 1895.

JNO. TONGE, Liquidator.

The Halifax (Nova Scotia) Mining Syndicate Limited.

NOTICE is hereby given in pursuance of section 142 of the Companies Act 1862, that a General Meeting of the Members of the above named Company will be held at the offices of Messrs. Hancock Brothers and Co., 28 Mincing-lane, in the city of London, on the 30th day of December, 1895, at three o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated this 25th day of November 1895.

DAVID WILLIAMS Liquidator.

The Temoh Gold Hills 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 the Company Nos. 9 and 11 Fenchurch-avenue in the city of London on Friday the 27th day of December at half-past eleven o'clock in the forenoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator.—Dated the 22nd day of November 1895.

T. DUNDAS PILLANS Liquidator.

HORACE G. HARWOOD Solicitor 31 Lombard-street E.C.

The New London and Amsterdam Borneo Tobacco 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 11 Old Broad-street on Monday the 30th day 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.—Dated the 23rd November 1895.

F. D. LYELL Liquidator.

South Devon and Cornwall Steam Packet 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 Liquidator's office, Parade, Liskeard, Cornwall on Friday the 3rd day of January 1896 at eleven o'clock in the forenoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator.—Dated the 22nd day of November 1895.

WILLIAM HARRIS RULE Liquidator.

The Companies Act, 1862.

H. M. Newman and Co. Ltd.

NOTICE is hereby given, pursuant to sect. 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 voluntary Liquidator 52 Gracechurch-street in

the city of London on the 30th day of December 1895, at twelve o'clock noon precisely, for the purpose of having an account laid before the Company showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and for the purpose of passing an Extraordinary Resolution disposing of the books, accounts, and documents of the Company, and of the Liquidator.—Dated the 25th day of November 1895.

AMBROSE W. BOUGHTON Voluntary Liquidator.

The Princessa Gold Mining Company Limited.

(In Liquidation.)

44, Coleman-Street, London, E.C.

November 22, 1895.

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 44, Coleman-street, London, E.C. on Tuesday the 31st day of December 1895 at two o'clock in the afternoon for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated the 22nd day of November, 1895.

HUBERT AKERS Liquidator.

Gorleston Mutual Insurance 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 abovenamed Company will be held at Palmer's Cocoa Rooms Bridge Quay Great Yarmouth on Monday the 30th day of December 1895 at half-past seven P.M. for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator. And also of determining by Extraordinary Resolution the manner in which the books accounts and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated this 23rd day of November 1895.

ARTHUR E. COWL Solicitor the Liquidator.

The Assets and Debenture Securities Corporation Limited.

NOTICE is hereby given in pursuance of section 142 of the Companies Act 1862 that a General Meeting of Members of the above named Company will be held at 22 Great Winchester-street, London, E.C., on Tuesday the 31st day of December next 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 how the books, accounts and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated this 22nd day of November, 1895.

ARTHUR W. SMITH Liquidator.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Eustace Robert FitzGerald and William Herbert Cohen under the firm of FitzGerald and Cohen at Gresham House Old Broad-street in the city of London as Stock-brokers has been dissolved by mutual consent and that the assets of the said business will be collected and the liabilities thereof discharged by the said Eustace Robert FitzGerald who will continue to carry on the business.—Dated this 22nd November 1895.

EUSTACE R. FITZGERALD.
W. H. COHEN.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned John Smith Ragg and Charles George Wild carrying on business as Wine Merchants at 1 James-street Adelphi in the county of London under the style or firm of Peters, Hall, and Co. has been dissolved by mutual consent as and from the 1st day of November 1895 on the retirement from business of the said John Smith Ragg. All debts due to and owing by the said late firm will be received and paid by the said Charles George Wild who will continue to carry on the said business in partnership with Herbert Peters Wild under the style or firm of Peters, Hall, and Co.—Dated this 1st day of November 1895.

J. S. RAGG.
CHAS. G. WILD.
H. PETERS WILD.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Michael Thomas Lalor and Francis Benjamin Kindersley carrying on business as Provision Agents at 39A King William-street London E.C. under the style or firm of Lalor and Kindersley 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 Michael Thomas Lalor.—Dated this 20th day of November 1895.

MICHAEL THOMAS LALOR.
FRANCIS BENJAMIN KINDERSLEY.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Henry Davis and Arthur Davis carrying on business as Scientific Instrument Makers and Electrical Engineers at All Saints Works, Derby, and at 118 Newgate-street, in the city of London under the style of John Davis and Son has been dissolved by mutual consent as from the 9th day of November 1895. All debts due to and owing by the late firm will be received and paid by the said Henry Davis who will continue to carry on business at the above addresses under the present style.—Dated this 19th day of November 1895.

HENRY DAVIS.
ARTHUR DAVIS.

NOTICE is hereby given that the Partnership lately subsisting between us the undersigned John Shell Bolton and Thomas Harrison carrying on business as Electrical Engineers at number 32 Collingwood-street in the city and county of Newcastle-upon-Tyne under the style or firm of Bolton Harrison and Co. has this day been dissolved by mutual consent. The business will be carried on in future by the said John Shell Bolton alone who will pay all debts and to whom all accounts must be paid.—As witness our hands this 21st day of November 1895.

JOHN S. BOLTON.
THOMAS HARRISON.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Arthur Coleman Polehampton and Robert Edward Barlow Poole carrying on business as Fruit and Flower Growers and Salesmen at Frome in the county of Somerset under the style or firm of the Somerset Fruit Company has been dissolved by mutual consent as from the 15th day of November 1895. All debts due to or owing by the late firm will be received and paid by the said A. C. Polehampton by whom the business will be carried on.—Dated this 15th day of November 1895.

ARTHUR COLEMAN POLEHAMPTON.
ROBERT EDWARD BARLOW POOLE.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned John Smith and Arthur Barnes carrying on business as Fermented Beer Manufacturers at Chorley in the county of Lancaster under the style or firm of Smith and Barnes has been dissolved by mutual consent as and from the date hereof. All debts due to and owing by the said late firm will be received and paid by the said John Smith by whom the business will be carried on.—Dated this 21st day of November 1895.

JOHN SMITH.
ARTHUR BARNES.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Joseph Ambrose Bates and Peter Leonard carrying on business as Plumbers and Painters at 75 Victoria-road Great Crosby in the county of Lancaster under the style or firm of Bates and Leonard has been dissolved by mutual consent as from the 27th day of September 1895.—Dated this 21st day of November 1895.

JOSEPH A. BATES.
PETER LEONARD.

NOTICE is hereby given that the Partnership heretofore subsisting between us, the undersigned, Adam Noble and James Waugh, carrying on business as Builders and Joiners at Dunston-on-Tyne in the county of Durham, under the style or firm of Noble and Waugh 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 James Waugh who will continue to carry on the business.—Dated this 20th day of November 1895.

ADAM NOBLE.
JAMES WAUGH.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Robert Heming Alfred William Hulk and William Frederick Windows carrying on business as Grocers and Provision Merchants at 324 Summer-lane, 60 Summer-lane, 68 and 70 Bristol-street, 30 Horse Fair, 200. Aston-road, 228 Great Lister-street 147 High-street Aston 109 Clifton-road and 206 Sherlock-street Birmingham all in the county of Warwick under the style or firm of Heming and Co. was dissolved as and from the 18th day of November 1895 by mutual consent.—Dated the 18th day of November 1895.

ROBERT HEMING.
ALFRED WILLIAM HULK.
WILLIAM FREDERICK WINDOWS.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned John Harry Mills and Samuel Young in the trade or business of Wholesale Bottlers of Ales and Stout and Manufacturers of Mineral Waters carried on by us at Chapel-street Dale End in the city of Birmingham in the county of Warwick under the style or firm of J. H. Mills and Young has this day been dissolved by mutual consent. All debts due and owing by the late firm will be received and paid by the undersigned Samuel Young by whom the business will in future be carried on at Chapel-street Dale End aforesaid under the style of Mills and Young.—Dated this 23rd day of November 1895.

J. H. MILLS.
SAMUEL YOUNG.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned John Jones and Francis Shaw carrying on business as Rubber Substitute Manufacturers and Rubber Reclaimers at Croft-street Clayton near the city of Manchester under the style of Jones and Co. has been dissolved by mutual consent as and from the 31st day of October 1895. All debts due to and owing by the said late firm will be received and paid by the said John Jones who will in future carry on the said business on his own account.—Dated this 19th day of November 1895.

JOHN JONES.
FRANCIS SHAW.

NOTICE is hereby given that the Partnership formerly subsisting between us the undersigned Frank Sidney Hutchason and George Robert Baldwin formerly carrying on business as Gun Case and General Leather Goods Manufacturers at Atalanta Works No. 66 Great Charles-street in the city of Birmingham under the style or firm of Hutchason Baldwin and Co. has been dissolved by mutual consent as from the 31st day of May 1895. All debts due to and owing by the said late firm will be received and paid by the said George Robert Baldwin who will in future carry on the business on his own account.—Dated this 19th day of November 1895.

F. S. HUTCHASON.
GEO. R. BALDWIN.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Lawrence Nuttall John Nuttall and Thomas Nuttall carrying on business as Cotton Manufacturers at Canteen Shed Lydgate Todmorden in the county of York under the style or firm of Nuttall Bros. has been dissolved by mutual consent as and from the 25th day of May 1895. All debts due to and owing by the said late firm will be received and paid by the said Lawrence Nuttall by whom the said business is still carried on under the name of Nuttall Bros.—Dated the 21st day of November 1895.

LAWRENCE NUTTALL.
JOHN NUTTALL.
THOMAS NUTTALL.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Arthur James Lambert and Edwin Lambert practising as Surgeons at Barkerend-road and Leeds-road Bradford in the county of York under the style or firm of A. J. and E. Lambert has been dissolved by mutual consent as and from the 1st day of November 1895.—Dated this 21st day of November 1895.

A. J. LAMBERT.
E. LAMBERT.

NOTICE is hereby given that the Partnership which has for some time past been carried on by George Gilbert Newby and Ann Rodd under the firm of Stroulger and Co. at No. 93 High-street Cheltenham in the county of Gloucester in the trade or business of Pork Butchers has been dissolved by mutual consent as from the 4th day of November 1895.—Dated this 15th day of November 1895.

GEORGE G. NEWBY.
ANN RODD.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Charlotte Douglas and Selina Brookbanks carrying on business as Refreshment-house Proprietors at 34 Hill-street in the city of Birmingham in the county of Warwick under the style or firm of Douglas and Brookbanks was dissolved as and from the 14th day of November 1895, by mutual consent.—Dated the 22nd day of November 1895.

CHARLOTTE DOUGLAS.
SELINA BROOKBANKS.

NOTICE is hereby given that the Partnership heretofore subsisting between the undersigned William Bartlett, William Carmichael, and William Henry Tildasley in the business of Hop Merchants carried on by them at No. 11 Bull Ring in the city of Birmingham under the style or firm of Bartlett, Carmichael and Tildasley has this day been dissolved by mutual consent.—Dated this 20th day of November 1895.

W. BARTLETT.
WM. CARMICHAEL.
W. H. TILDASLEY.

Re WILLIAM HARDY Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given that all persons having claims against the estate of William Hardy late of 449 Hesse-road in the borough of Kingston-upon-Hull, Registrar of Births and Deaths (who died on the 18th day of June 1895) and to whose estate letters of administration were granted to Annie Hardy of the said borough are required to send particulars thereof to the undersigned, on or before the 14th day of December next after which date the administratrix will proceed to distribute the assets having regard only to the claims then received.—Dated this 22nd day of November 1895.

CHATHAM and SON, Bowlalley-lane, Hull,
Solicitors for the Administratrix.

OWEN THOMAS Deceased.

NOTICE is hereby given pursuant to the Act of Parliament 22 and 23 Victoria cap. 35 that all persons having any claims or demands upon or against the estate of Owen Thomas late of 25 Alroy-road Anfield in the city of Liverpool in the county of Lancaster Estate Agent deceased (who died on the 20th day of October 1895 and whose will was proved by William Thomas of Ty Du near Amlwch Farmer John Thomas of Byn Llewellyn near Amlwch Farmer and Elizabeth Jane Hughes of Caé Adda near Amlwch all in the county of Anglesea the executors therein named on the 20th day of November 1895 in the District Registry at Liverpool of the Probate Division of the High Court of Justice) are hereby required to send in the particulars of their debts or claims to the said executors at the offices of the undersigned their Solicitor on or before the 1st day of January 1896; and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the said Owen Thomas 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 22nd day of November 1895.

ALFRED STEPHENSON 5 Castle-street Liverpool Solicitor for the said Executors.

MARIANNE HARLOE Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap. 35. **NOTICE** is hereby given that all persons having any claims or demands upon or against the estate of Marianne Harloe late of 317 Clapham-road Clapham in the county of Surrey Widow (formerly of 3 Lexham-gardens Kensington in the county of Middlesex) who died on the 8th day of January 1894, and probate of

whose will and codicil was granted to Rebecca Haweis Redmond (wife of Walter Redmond) the sole executrix thereina named on the 2nd day of August 1895 in the Principal Registry of the Probate Division of the High Court of Justice, are hereby required to send in particulars of their debts or claims to me the undersigned on or before the 3rd day of December next; and notice is hereby also given that on that day the said executrix will proceed to distribute the assets of the said Marianne Harloe amongst the parties entitled thereto having regard only to the claims of which she shall then have had notice; and she will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim she shall not have had notice.—Dated this 26th day of November 1895.

W. E. RUCK 32 Craven-street Charing Cross London W.C. Solicitor for the said Executrix.

FANNY FREEMAN Deceased.

Pursuant to the Statute 22 and 23 Vic. cap. 35. **ALL** creditors and others having claims against the estate of the above named Fanny Freeman formerly of No. 3 Park-view Thames Ditton in the county of Surrey Spinster (who died at Hastings on the 3rd day of June 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 15th day of November 1895 to Louisa Freeman her sister) are hereby required to send particulars of their claims to me the undersigned on or before the 3rd day of January 1896, after which date the administratrix will proceed to distribute the assets of the said deceased having regard only to the claims of which she shall then have had notice.—Dated the 21st day of November 1895.

THOMAS EGGAR 15 George-street Mansion House E.C. Solicitor for the said Administratrix.

Re HENRY MORGAN Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims and demands against the estate of Henry Morgan late of Lower Pontnewydd in the county of Monmouth Retired Farmer deceased (who died on the 31st day of July 1875 and whose will was proved in the Llandaff District Registry of the Probate Division of Her Majesty's High Court of Justice on the 10th day of September 1895 by Thomas Colborne of Enleigh Lansdown Bath in the county of Somerset Gentleman and John Edward Ward of Cefn Coed Malpas in the county of Monmouth Solicitor the executors) are hereby required to send particulars in writing of their claims or demands to us the undersigned Ward Colborne and Coulman of Victoria-chambers in the county borough of Newport 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 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 portion thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November 1895.

WARD COLBORNE and COULMAN Solicitors for the said Executors.

WILLIAM COLSON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35. **NOTICE** is hereby given that all creditors and other persons having any claims or demands upon or against the estate of William Colson, late of the city of Winchester, in the county of Southampton, Coal, Corn, and Hay Merchant, deceased (who died on the 20th day of June, 1884, and probate of whose will was on the 11th day of August, 1884, granted by the Winchester District Registry of the Probate Division of the High Court of Justice), are required to send particulars, in writing, of their debts, claims, and demands to us, the undersigned, the Solicitors for the trustees, Sir William Pink, of Portsmouth, and Frederick Dowling, of Winchester, on or before the 31st day of December next, after which date the said trustees will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice, and they will not be liable for such assets, or any part thereof so distributed, to any person of whose debt, claim, or demand they shall not then have had notice; and all persons indebted to the estate of the said deceased are hereby requested to pay such debts forthwith to the said trustees.—Dated the 21st day of November, 1895.

BAILEY and WHITE, 19, St. Peter-street, Winchester, Solicitors for the said Trustees.

ELIZABETH HINDMARCH, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Elizabeth Hindmarch, late of 20, West Powlett-street, Darlington, in the county of Durham, Widow, deceased, who died on the 11th August last, and whose will was proved in the Durham District Registry, on the 29th October last, by William Grainger, the nephew of the said deceased, and John James Watson, the executors therein named, are hereby required to send in particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the executors, on or before the 31st December next; and notice is hereby also given, that after the expiration of the last mentioned day the said executors will proceed to administer the estate and 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 that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claim or demand they shall not then have had notice.—Dated this 20th day of November 1895.

LUCAS, HUTCHINSON, and MEEK, Horse Market, Darlington, Solicitors for the said Executors.

Re MARY ACTON deceased.

Pursuant to the Statute 22nd and 23rd Vict. c. 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 debts claims or demands upon or against the estate of Mary Acton late of the Caxton Inn, 3 Welcomb-street Hulme in the county of Lancaster Widow deceased (who died on or about the 12th day of October 1895 and whose will was proved in the District Registry at Manchester of the Probate Division of the High Court of Justice on the 20th day of November 1895 by William Court and Henry Robert Wray Strange the executors therein named) are hereby required to send in particulars in writing of their debts claims or demands to me the undersigned on or before the 24th day of December next and notice is hereby further given that at the expiration of such time the said executors will proceed to administer the estate and distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which the said executors shall then have had notice and that the said executors will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claim or demand they shall then not have notice.—Dated this 20th day of November 1895.

JOHN HENRY LEA 8 Sussex-street Manchester Solicitor for the said Executors.

EDWARD STROHM, Deceased.

Pursuant to the Statute 22nd and 23rd Vict. cap. 35.

NOTICE is hereby given that all creditors and persons having any claims or demands upon or against the estate of Edward Strohm late of 65 Pimlico-road in the county of London and formerly of 87 Pimlico-road aforesaid Butcher deceased (who died on the 4th September 1895 and whose will was proved by Emily Amy Strohm and Ann Jane Cragg the executrices therein named, on the 9th November instant in the Principal Probate Registry of the High Court of Justice) are hereby required to send in the particulars of their claims and demands to the undersigned, on or before the 31st December next and that after that day the executrices will deal with the estate of the deceased without regard to any claim of which they shall not then have had notice.—Dated this 23rd November 1895.

W. SCOTT FOX 13 St. Mary's-square Paddington W. Solicitor for the Executrices.

MARY ELIZABETH TYRWHITT DRAKE, Spinster, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Mary Elizabeth Tyrwhitt Drake late of 39 Elm Park-gardens South Kensington in the county of Middlesex, Spinster deceased (who died on the 23rd day of October 1895 and of whose estate and effects letters of administration were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 15th day of November 1895, to Agnes Agatha Tyrwhitt Drake, Spinster, the natural and lawful sister and one of the next of kin of the deceased)

are hereby required to send the particulars in writing of their claims or demands to us the undersigned Messrs. Ingram Harrison and Ingram of No. 67 Lincoln's-inn-fields, London, on or before the 31st day of December 1895, after which date the said administratrix will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which she shall then have had notice and she will not be liable for the assets of the said deceased or any part thereof, so distributed, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 22nd day of November 1895.

INGRAM HARRISON and INGRAM Solicitors for the said Administratrix 67 Lincoln's-inn-fields London.

The Revd. CHARLES LYNDHURST VAUGHAN 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 the Revd. Charles Lyndhurst Vaughan late of Christchurch, St. Leonards-on-Sea in the county of Sussex, Clerk in Holy Orders who died on the 8th day of August, 1895, and whose will was proved by Andrew Johnes Rouse Boughton Knight Esquire and the Right Honorable George Joachim Goschen M.P. 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 November 1895 are hereby 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 1st day of January 1896; 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 amongst 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 21st day of November 1895.

PALMER ELAND and NETTLESHIP 4 Trafalgar-square London W.C. Solicitors to the said Executors.

JOHN TERRAS Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors or other persons having any debts claims or demands upon or against the estate of John Terras late of the city of Manchester in the county of Lancaster and also of Lynwood Bowdon in the county of Chester Calico Printer deceased (who died on the 17th day of September 1895 and letters of administration with the will annexed to whose personal estate were granted at the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 31st day of October 1895 to Emily Amelia Terras of Lynwood Bowdon aforesaid Widow) are hereby requested to send in the particulars of their debts claims and demands to the said administratrix at the offices of the undersigned her Solicitors on or before the 31st day of December next and notice is hereby given that after that day the said administratrix will proceed to distribute the assets of the said John Terras deceased amongst the parties entitled thereto having regard only to the claims of which she shall then have had notice, and that she will not be liable for the assets or any part thereof so distributed to any person or persons of whose debt claim or demand she shall not then have had notice.—Dated the 25th day of November 1895.

SALE SEDDON and CO. 29 Booth-street Manchester Solicitors for the said Administratrix.

Re THERESE THOMAS Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given that all persons having any claims against the estate of Therese Thomas late of 12 Harwood-road Fulham London Widow (who died on the 12th July 1895) and whose will was proved on the 6th November 1895 in the Registry of the Probate Division of the High Court of Justice by Louis Torsel the executor therein named are required to send in writing the particulars of their claims to the undersigned on or before the 21st December 1895 after which date the said executor will distribute the assets of the said deceased having regard only to the claims of which he shall then have had notice.—Dated this 20th day of November 1895.

C. E. OSCAR WALKER 1 Mitre-court Temple London Solicitor for the said Executor.

ROBERT GEORGE TEDSTONE Deceased.

Pursuant to the Statute 22 and 23 Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all persons having any claim against the estate of Robert George Tedstone late of Linton Villa Coventry-road in the city of Birmingham, Gentleman (who died on the 3rd day of October 1895, and whose will was proved in the District Registry at Birmingham of the Probate Division of Her Majesty's High Court of Justice on the 15th day of November 1895, by Robert George Tedstone the younger, Charlotte Alberta Tedstone, Elizabeth Brownsword and George Finney the younger, the executors therein named), are hereby required to send written particulars of such claims to the undersigned Solicitor for the said executors on or before the 31st day of December 1895, after which date the said executors will distribute the assets of the deceased having regard only to the claims of which they shall then have received notice.—Dated this 22nd day of November 1895.

C. UPFILL JAGGER 12 Cherry-street Birmingham Solicitor for the said Executors.

Re ALEXANDER SAMUEL PEARSE Deceased.

ALL persons having any claims against the estate of Alexander Samuel Pearse late of 65 Paris-street Exeter Registrar of Births and Deaths deceased are required to send particulars thereof to us the undersigned on or before the 5th day of December 1895 after which date the executor will proceed to distribute the estate having regard only to claims of which notice shall then have been received.—Dated 22nd day of November 1895.

FRIEND and BEAL 14 Castle-street Exeter Solicitors for the Executor.

Re Dr. A. L. EVANS Deceased.

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of the above-named Arthur Llewellyn Evans deceased late of Hawarden in the county of Flint Surgeon who died on the 13th day of March 1895 are hereby required to send particulars of their claims or demands to us the undersigned (on behalf of the trustees of the deed of arrangement entered into by the deceased with his creditors dated the 9th day of August 1894 and on behalf of the widow and administratrix of the said deceased) on or before the 18th day of December 1895 after which date the assets of the said Arthur Llewellyn Evans deceased will be distributed having regard only to the claims and demands of which we shall then have had notice.—Dated this 16th day of November 1895.

WALKER SMITH and WAY, Solicitors, Abbey-gateway, Chester.

MARIA SONGHURST Deceased.

Pursuant to the Statute 22nd and 23rd Vict. cap. 35.

NOTICE is hereby given that all creditors and others having any claim against the estate of Maria Songhurst late of Billingshurst and formerly of Tisman's Common Rudgwick both in the county of Sussex Widow deceased (who died on the 23rd day of September 1895 and whose will with one codicil thereto was proved in the Chichester District Registry of the Probate Division of Her Majesty's High Court of Justice on the 9th day of November 1895 by Edward Songhurst the surviving executor therein named) are hereby required to send the particulars in writing of such claims to me the undersigned on or before the 25th day of December 1895 after which date the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto having regard only to the claims of which he shall then have had notice and he will not be liable for the assets so distributed to any person or persons of whose claims he shall not then have had notice.—Dated this 19th day of November 1895.

J. F. A. COTCHING Horsham Solicitor for the said Executor.

Mrs. HANNAH PEARSON Deceased.

Pursuant to the 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 upon or against the estate of Hannah Pearson late of Talbot-road Park in the city of Sheffield Widow (who died at 129 Fawcett-street Sheffield aforesaid on the 29th day of October 1895 and whose will was duly proved in the Wakefield District Probate Registry on the 16th day of November 1895 by George Crowther of 34 Talbot-street Sheffield aforesaid Builder and George Clarke late of Stafford-road Sheffield aforesaid but now of Durlston-road Kinxton-upon-Thames in the county of Surrey Joiner the executors therein named) are hereby re-

quested to send full written particulars of their claims or demands to the undersigned Solicitor on or before the 6th day of January next; and notice is hereby also given that after the last-mentioned date the said executors will proceed to distribute the assets of the said Hannah Pearson deceased amongst the persons entitled thereto having regard only to the claims of which they shall then have had notice and that they will not be responsible for the assets or any part thereof so distributed to any person or persons of whose claim they shall not then have had notice.—Dated this 10th day of November 1895.

WILLIAM IRONS, 10 St. James-street Sheffield. Solicitor to the said Executors.

Re JOHN BURGHERSH FORBES Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria cap. 35 intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims against the estate of John Burghersh Forbes late of Bath-road in the city and county of Newcastle-upon-Tyne, Riding Master, deceased (who died on the 31st day of August 1895 and whose will was proved in the Newcastle-upon-Tyne District Registry of the Probate Division of Her Majesty's High Court of Justice on the 25th day of October 1895 by John Charles Forbes the sole executor therein named) are hereby required to send the particulars in writing of their claims and demands to us the undersigned on or before the 16th 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 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 the 25th day of November 1895.

SHORTT and FENWICK 52 Dean-street Newcastle-upon-Tyne Solicitors for the said Executor.

HANNAH BARNES Deceased.

NOTICE is hereby given that any person having any claim against the estate of Hannah Barnes late of No. 4 Derby-terrace Stretford-road Old Trafford in the city of Manchester Widow deceased (who died on the 29th day of August 1895 and whose will was proved in the District Registry at Manchester attached to the Probate Division of Her Majesty's High Court of Justice on the 27th day of September 1895 by George Smith and George Edward Slack the executors) are hereby required to send to us the undersigned particulars in writing of such claim on or before the 20th day of December next after which date the executors will proceed to distribute the assets of the deceased having regard only to the claims of which they shall have had notice.—Dated this 22nd day of November 1895.

SAMPSON and PRICE 1 Princess-street Albert-square Manchester Solicitors for the Executors.

THOMAS KING HORNIDGE Deceased.

Pursuant to the Statute 22 and 23 Victoria chapter 35.

ALL creditors and others having any claims against the estate of Thomas King Hornidge formerly of 150 Victoria Dock-road E. but late of 36 Great Western-road Bayswater W., Surgeon deceased who died on the 29th October 1895 and to whose estate letters of administration were granted on the 20th November 1895 to Miss Anna Maria Hornidge are hereby required to send particulars in writing of their claims to me on behalf of the administratrix on or before the 31st December next after which date the said administratrix will proceed to distribute the assets of the deceased among the persons entitled thereto having regard only to the claims of which she shall then have had notice.—Dated the 21st November 1895.

H. E. GRIFFITH 11 St. Bride's-avenue Fleet-street E.C. Solicitor for the Administratrix.

HENRY OGDEN Deceased.

Pursuant to 22 and 23 Victoria cap. 35.

NOTICE is hereby given that all persons having any claims against the estate of Henry Ogden late of the Rycroft Inn Ashton-under-Lyne in the county of Lancaster Innkeeper (who died on the 8th day of December 1894 and to whose estate letters of administration have been granted by the High Court of Justice Probate Division to Catherine Ogden of Prospect-place Mossley-road Ashton-under-Lyne aforesaid) are required to send particulars of their claims to the undersigned before the 24th day of December next after which date the administratrix will proceed to distribute the estate amongst the parties entitled thereto having regard only to the claims of which she shall then have notice.

GARTSIDE and ROBINSON Ashton-under-Lyne Solicitors for the Administratrix.

Re JOHN THOMAS TAYLOR Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of John Thomas Taylor late of No. 2 Holvingdale in the parish of Saint James in the county of the city of Exeter Gentleman deceased (who died on the 20th day of October 1895 and whose will was proved in the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st day of November 1895 by Catherine Ann Taylor Widow of the deceased Thomas Henry Townsend and George James the executors therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned on or before the 22nd day of January 1896 after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 22nd day of November 1895.

J. and S. P. POPE 25 and 26 Gandy-street Exeter Solicitors for the said Executors.

WILLIAM BODGER Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of William Bodger late of March in the Isle of Ely and county of Cambridge Yeoman deceased who died on the 8th day of May 1895 and whose will was proved in the Principal Probate Registry of Her Majesty's High Court of Justice on the 5th day of June 1895 by Peter Hughes Davies of March aforesaid Chemist and Druggist one of the executors therein named are hereby required to send the particulars in writing of their claims or demands to me, the undersigned, the Solicitor for the said executor on or before the 21st 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 and demands he shall not then have had notice.—Dated this 14th day of November 1895.

ARTHUR R. OLLARD Station-road March Solicitor for the said Executor.

NOTICE is hereby given pursuant to the Act of Parliament 22 and 23 Vic. c. 35, that all persons having any claims or demands upon or against the estate of Mary Maria Griffey, late of Victoria Villa, Granby Hill, Clifton, in the city of Bristol deceased who died on the 26th day of July 1895, and whose will was proved by the sole executor therein named, on the 29th day of August 1895, in Her Majesty's High Court of Justice Probate and Admiralty Division (Probate) the Principal Registry are hereby required to send in the particulars of their debts or claims to us the undersigned, the Solicitors of the said executor, on or before the 21st day of December 1895; and notice is also hereby given that after that day the said executor will proceed to distribute the assets of the said Mary Maria Griffey deceased amongst the parties entitled thereto, having regard to the claims of which he shall then have had notice, and that he will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim he shall not then have had notice.—Dated this 22nd day of November 1895.

MEADE-KING and BIGG 4 St. Stephen-street Bristol Solicitors for the said Executor.

Re MARIAN LUCY WEST Decd.

Pursuant to the Statute 22 and 23 Victoria chapter 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 debts claims or demands against the estate of Marian Lucy West late of 247 Hagley-road Edgbaston in the county of Warwick deceased who died on the 27th day of September 1895 and whose will was proved in the Birmingham District Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of November 1895 by William Arthur Addinsell of Edmund-street in the city of Birmingham the executor therein named 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 22nd 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 testatrix among the persons entitled thereto having regard only to the debts claims and 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 or persons of whose debt claim or demand he shall not then have had notice.—Dated this 22nd day of November 1895.

BALDEN and SON 2 Newhall-street Birmingham Solicitors to the said Executor.

EDWARD SHERIFF DAWBINEY Deceased.

Pursuant to the Statute 22 and 23 Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Edward Sheriff Dawbiney late of Roseau in the Presidency of Dominica (who died on the 27th day of June 1895 and in respect of whose estate in England letters of administration with the will annexed were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 13th day of November to James Scrutton the attorney of Louisa Dawbiney and Dennis Oliphy Riviere the executors in the said will named) are hereby required to send particulars in writing of their claims and demands to us the undersigned Solicitors for the said administrator on or before the 23rd day of December 1895 after which date the said administrator will proceed to distribute the assets of the said deceased having regard only to the claims of which we shall then have notice.—Dated this 22nd day of November 1895.

SHEPHEARDS 31 and 32 Finsbury-circus E.C. Solicitors for the said Administrator.

Re RICHARD WILLIAMS Deceased.

Pursuant to the Statute 22 and 23 Vict. cap. 35.

NOTICE is hereby given that all persons having any claims against the estate of Richard Williams late of Station-street Cinderford in the county of Gloucester Auctioneer and General Merchant deceased who died on the 7th day of November 1894, and whose will was proved by Richard Williams Frederick Williams and Alfred Williams the executors therein named on the 15th day of February 1895 in the District Registry at Gloucester of the Probate Division of the High Court of Justice are requested to send in particulars in writing of their claims to me the undersigned Solicitor for the said executors, on or before the 31st day of December 1895, after which day the executors will proceed to distribute the assets of the deceased amongst the parties entitled thereto having regard only to the claims of which they shall then have had notice and they will not be liable for any part of such assets to any person of whose claim they shall not then have had notice.—Dated this 21st day of November 1895.

J. S. BRADSTOCK High-street Cinderford Solicitor for the said Executors.

Re CHARLES JOHNSTON HILL Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Charles Johnston Hill late of 510 Oxford-street and 66 Holland-park Kensington both in the county of Middlesex deceased (who died on the 6th day of August 1895 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st day of October 1895 by Anne Hill of 66 Holland-park Kensington Middlesex Widow Annie Cassandra Hill of 66 Holland-park aforesaid Spinster John Naylor of Norfolk House Lonsdale-road Barnes Surrey Gentleman and Walter Morison of Warnford-court Throgmorton-street E.C. Gentleman the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned Samuel Lithgow 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 amongst the persons entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 22nd day of November 1895.

SAMUEL LITHGOW Wimpole House Wimpole-street W. Solicitor for the said Executors.

JANE MARIA LAW Deceased.

Pursuant to the Statute 22nd and 23rd Vict. c. 35.

ALL creditors and others having any claims upon the estate of Jane Maria Law late of Osborne House Northdown-road Margate Spinster deceased (who died on the 22nd day of July 1895 and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 21st day of August 1895 by Joseph William Pearson and Maria Sarah Smith the executors therein named) are on or before the 31st day of December 1895 to send in the particulars of such claims to me the undersigned as Solicitor to the said executors and in default thereof the said 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 claim they shall not have had notice; and all persons indebted to the said estate are hereby required forthwith to pay the amounts of their respective debts to the said executors.—Dated this 21st day of November 1895.

TOKE H. BOYS Margate Solicitor to the said Executors.

Re JOHN HEATHERINGTON Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria cap 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of John Heatherington late of Beamish Flint Mill near Chester-le-Street in the county of Durham Retired Miner deceased who died on the 11th day of December 1894 and whose will was proved in the Durham District Registry of the Probate Division of the High Court of Justice on the 19th day of July 1895, by John Hall of Annfield Plain in the county of Durham Grocer and John Foster Smith of Annfield Plain aforesaid Grocer the executors thereof are hereby required to send in the particulars in writing of their claims or demands to the said executors at the offices of me the undersigned their Solicitor on or before the 18th day of December 1895, 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 and claims of which the said executors shall then have had notice and the said executors will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November 1895.

H. E. RICHARDSON 26 Market-street Newcastle-upon-Tyne Solicitor for the said Executors.

ROBERT JUDSON, Deceased.

Pursuant to the provisions of an Act of Parliament of the 22 and 23 Vict. c. 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 debts claims or demands upon or against the estate of Robert Judson late of 37 Starkie-street Keighley in the county of York Joiner and Builder deceased (who died on the 29th day of September 1895 and letters of administration to whose estate were granted by the Principal Registry of the Probate Division of the High Court of Justice on the 30th day of October 1895 to Emma Judson of 37 Starkie-street aforesaid Widow) are hereby required to send in particulars in writing of their debts claims or demands to me the undersigned on or before the 14th day of January 1896 and notice is hereby further given that at the expiration of such time the said administratrix will proceed to administer the estate and distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which the said administratrix shall then have had notice and that the 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 claim or demand she shall then not have had notice.—Dated this 21st day of November 1895.

PERCY NAYLOR Burlington-chambers Keighley Solicitor for the said Administratrix.

Re WILLIAM HENRY RUSHTON Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of William Henry Rushton late of Oaken Gates in the county of Salop Gentleman deceased (who died on the 30th day of December 1890 and whose will was proved in the Shrewsbury District Registry of the Probate Division of Her Majesty's High Court of Justice on the 26th day of March 1891 by William Morey Sabben

late of Wombridge Vicarage near Wellington Salop (since deceased) Edwin Holmes of Oaken Gates Salop and Richard Oliver Latham formerly of the city of Birmingham but now of Leegomery Salop, the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned James Leake on or before the 25th day of December 1895 after which date the said surviving executors will proceed to distribute the assets of the said William Henry Rushton 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 William Henry Rushton deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 21st day of November 1895.

JAMES LEAKE, Shifnal, Salop, Solicitor for the Executors.

CHARLES FREDERICK HORE Deceased.

Pursuant to the Statute 22 and 23 Victoria chapter 35.

NOTICE is hereby given that all persons having any claims upon the estate of Charles Frederick Hore late of Hilden Beckenham in the county of Kent who died on the 29th September 1895 and whose will was proved on the 12th October 1895 are hereby required to send particulars in writing of their claims to the undersigned Solicitors for the executors on or before the 31st day of December 1895 after which date the executors will distribute the estate.—Dated this 21st day of November 1895.

HORES and PATTISSON 52 Lincoln's-inn-fields W.C. Solicitors for the Executors.

CHARLES WILLIAM ROBINSON Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria chapter 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Charles William Robinson late of Burnford House Hill Top Attercliffe Sheffield in the county of York Surgeon deceased (who died on the 5th day of October 1895, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 19th day of November 1895, by Sarah Annie Robinson of Attercliffe aforesaid one of the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned the Solicitor for the said Sarah Annie Robinson on or before the 23rd day of December next, after which date the said Sarah Annie Robinson will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and she will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 21st day of November 1895.

ARNOLD MUIR WILSON 54 Bank-street Sheffield Solicitor for the said Sarah Annie Robinson.

TO be sold pursuant to an Order of the High Court of Justice Chancery Division made in the matter of the estate of Ephraim Wilson deceased Wilson v. Youngman 1888 W. 3500 with the approbation of Mr. Justice Chitty by Mr. Montague Augustus Hibbard of the firm of J. Hibbard and Sons the person appointed by the said Judge at the Mart Trenchhouse-yard London E.C. on Thursday the 19th day of December 1895 at two o'clock in the afternoon precisely in four lots the following properties namely:—

Four freehold cottages known as Nos. 1, 2, 5 and 6 Wellington-road Battersea in the county of Surrey all let to weekly tenants and producing a total rental of £45 16s. per annum.

Particulars and conditions of sale may be obtained of Messrs. Barnes and Bernard Solicitors 11 Finsbury-circus London E.C. of W. H. Tatam Esq. Solicitor 61 King William-street E.C. of A. H. Williams Esq. Solicitor 26 Cumberwell New-road S.E. of the Auctioneers and at the place of sale.—Dated this 20th day of November 1895. **GEO. A. CROWDER** Chief Clerk.

PURSUANT to an Order of the High Court of Justice (Chancery Division), made in the matter of the estate of Joseph Skinley, deceased, and in a cause, Skinley against Skinley, the creditors of Joseph Skinley, late of Southbury House, Hart-street, Barking, in the county of Essex Manager to Hewett and Co., Fish Carriers, who died in or about the month of January,

1895, are, on or before the 27th day of December, 1895, to send by post (prepaid) to Charles Rogers, of 89, Chancery-lane, London, the Solicitor of Sarah Hannah Skingley, the administratrix of the said Joseph Skingley, their Christian and surnames, addresses, and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them; or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Stirling, at his chambers, situated in the Royal Courts of Justice, Strand, Middlesex, on Tuesday, the 7th day of January, 1896, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1895.

CHAS. ROGERS, 89, Chancery-lane, Defendant's Solicitor.

PURSUANT to an Order of the Chancery Division of the High Court of Justice made in the matter of the estate of John William Towell and in an action Walter Rye and William Henry Eyre on behalf of themselves and all other the creditors of John William Towell deceased against Elizabeth Towell Widow the said creditors of the said John William Towell late of Chepstow House Southfields Wimbledon in the county of Surrey formerly of No. 2 Lancaster-terrace Regent's Park in the county of Middlesex a member of the firm carrying on the business of a gold lace manufacturer under the style of W. Jones and Co. at No. 7 Golden-square London W.; Girling Mill, Sudbury in the county of Suffolk; 10 Rue Louis le Grand, Paris; and at No. 1037 Chestnut-street Philadelphia in the United States of America, who died on the 16th day of December 1894 are on or before the 28th day of January 1896 to send by post prepaid to Thomas A. Geoffrey Powell of No. 13 Old Burlington-street London W. the Solicitor of the defendant Elizabeth the executrix of the deceased, their Christian and surnames addresses and descriptions the full particulars of their claims a statement of their accounts and the nature of the securities (if any) held by them or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Kekewich at his chambers the Royal Courts of Justice London on the 4th day of February 1896 at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 21st day of November 1895.

RYE and EYRE 16 Golden-square London W. Plaintiffs' Solicitors.

In the Matter of a Deed of Assignment for the Benefit of Creditors, dated the 8th day of November 1895, executed by Joseph Bass, residing at 3 Hartley-street, Nelson, in the county of Lancaster, and carrying on business at Throstle Nest Mill, Nelson aforesaid, Cotton Manufacturer.

ALL persons having claims under the abovementioned deed are required to send in particulars of the same to me, the undersigned, Joshua Rawlinson, the Trustee, 7 Grimshaw-street, Burnley, Chartered Accountant, on or before the 16th day of December 1895, otherwise they will be excluded from participating in the Dividend intended to be declared.—Dated this 23rd day of November 1895.

JOSHUA RAWLINSON Trustee.
CHARLES THORNTON Solicitor Nelson.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed by Henry John Warcham of Wimborne Dorset Grocer and Provision Merchant.

ALL persons indebted to the estate of the above named debtor are required to pay the amounts due from them to the Trustee forthwith. And all persons having any claims against the estate are required to send particulars of the same to the Trustee before the 1st day of January 1896, after which date the Trustee will proceed to distribute the Dividend among those creditors of whose claims he shall then have had notice.—Dated this 21st day of November 1895.

HERBERT WM. DIBBEN, Wimborne Dorset Solicitor for James Ellis Jenvey of Wimborne Dorset Accountant the Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 14th day of August 1895, by Joseph Maidment of Buteleigh in the county of Somerset Farmer.

NOTICE is hereby given, that all persons having any claim or demand against the estate of the above named debtor or Mr. William Charles Leaker of Glastonbury and Mr. Robert Laver of Kingweston both in the county of Somerset the Trustees, are requested to send particulars thereof to us, the undersigned on or before the 31st day of December 1895, if they have not already done so otherwise they will be excluded from the First and Final Dividend about to be declared.—Dated this 21st day of November 1895.

BATH and AUSTIN Glastonbury Somerset Solicitors for the Trustees.

In the Matter of a Deed of Assignment for the Benefit of Creditors of Frank Goodman of Academy-buildings, Fanshaw-street, Hoxton-street, N. dated the 26th day of July 1895.

NOTICE is hereby given that Mr. Ambrose William Boughton of No. 52 Gracechurch-street in the city of London, Chartered Accountant, the Trustee under the above-mentioned deed, is about to declare a First and Final Dividend in the above matter. Any creditor who has not sent in his claim to the Trustee is required to do so by the 11th day of December 1895 or will be excluded from this Dividend.—Dated this 25th day of November 1895.

AMBROSE W. BOUGHTON Trustee 52 Gracechurch-street, E.C.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on 13th September 1894 by John Mayes of 15 Union-street in the city of Birmingham, Tailor.

THE creditors of the above named John Mayes who have not already sent in their claims are required on or before the 20th December next to send in their names and addresses and the particulars of their debts or claims to the undersigned Sidney Howard Hossell the Trustee under the said deed; or in default thereof they will be excluded from the benefit of the First and Final Dividend proposed to be declared.—Dated this 20th day of November 1895.

SIDNEY H. HOSELL Chartered Accountant Hatherton-chambers Old-square Birmingham Trustee.

SNOW and ATKINS Princes-chambers Corporation-street Birmingham Solicitors for the said Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed by Tom Cox of Wimborne Minster in the county of Dorset Wine and Spirit Merchant.

ALL persons indebted to the estate of the above named debtor are required to pay the amounts due from them to the Trustee forthwith. And all persons having any claims against the estate are required to send particulars of the same to the Trustee before the 1st day of January 1896 after which date the Trustee will proceed to distribute the Dividend among those creditors of whose claims he shall then have had due notice.—Dated this 21st day of November 1895.

HERBERT WM. DIBBEN, Wimborne Dorset, Solicitor for James Ellis Jenvey of Wimborne Dorset Accountant the Trustee.

Re GEORGE WILLIAM PAILTHORP.

ALL persons having any claim or demand against the estate of George William Pailthorp of Sleaford in the county of Lincoln Watchmaker and Tobacconist are hereby required to send in full particulars of their claims and demands to Mr. Robert Earl of Sleaford in the county of Lincoln Auctioneer (the Trustee under a Deed of Assignment for Benefit of Creditors dated 5th August 1895) or to the undersigned his Solicitor on or before the 5th December 1895. And notice is hereby also given that after that day the said Trustee will proceed to distribute the assets of the said G. W. Pailthorp (under the said Deed of Assignment) among the parties entitled thereto having regard only to the claims of which the said Trustee shall then have notice, and that he will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 22nd day of November 1895.

W. H. CLEMENTS 74 South-street Sleaford Lincs. Solicitor for the said Trustee.

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.
3972	Godlonton, William Henry	158, Stoke Newington-road, in the county of London	Manufacturer of Blinds	High Court of Justice in Bankruptcy	Nov. 5, 1895	1285 of 1895	Nov. 22, 1895	645	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3973	Hainsworth, H. W. (trading as Hainsworth and Co)	14 and 16, Paper-street, Redcross-street, in the city of London, and 15, Spencer-street, Goswell-road, Middlesex, and now or lately carrying on business at 14 and 16, Paper-street aforesaid	Manufacturer's Agent ...	High Court of Justice in Bankruptcy	Nov. 7, 1895	1302 of 1895	Nov. 22, 1895	646	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3974	F. I. Leake and Sons ...	Crescent-road, N., Maybank-road, Georgelane, South Woodford, lately trading at Queen's-road, Buckhurst Hill, both in Essex	Portmanteau Makers ...	High Court of Justice in Bankruptcy	Nov. 4, 1895	1278 of 1895	Nov. 23, 1895	648	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3975	Lewis, Moss (trading as Henry Lyons)	69, Brushfield-street, Spitalfields, in the county of London	... ..	High Court of Justice in Bankruptcy	Nov. 1, 1895	1267 of 1895	Nov. 23, 1895	649	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3976	Medhurst, John Thomas	Devonshire Hill Farm, White Hart-lane, Tottenham, and trading at 124, Narrow-street, Limehouse, both in Middlesex	Anchor and Chain Cable Merchant	High Court of Justice in Bankruptcy	Nov. 22, 1895	1358 of 1895	Nov. 22, 1895	647	Debtor's	
3977	Whitehead, George ...	23 and 30, Mintern-street, Hoxton, in the county of London	Cabinet Maker	High Court of Justice in Bankruptcy	Nov. 6, 1895	1295 of 1895	Nov. 21, 1895	642	Creditor's ..	Sec. 4 1 (G.), Bankruptcy Act, 1883
3978	Yantian, Joseph .. and Mollison, James ... (trading as Yantian and Mollison) ...	Residing at 4, Little Alie-street, Commercial-road Residing at 56, George-street, Portman-square At 15A, Baker-street, Portman-square, all in the county of London	Ladies' Tailors	High Court of Justice in Bankruptcy	Nov. 8, 1895	1312 of 1895	Nov. 21, 1895	643	Creditor's ..	Sec. 1, Bankruptcy Act, 1890
3979	Powell, David	Conway Hotel, Cardiff-street, Aberdare, Glamorganshire	Licensed Victualler ...	Aberdare ...	Nov. 21, 1895	8 of 1895	Nov. 21, 1895	8	Debtor's	
3980	Rogers, Thomas (trading as T. Rogers and Company)	Residing and trading at the Broadway Boot Factory, High-street, Chesham, Buckinghamshire	Boot and Shoe Manufacturer and Dealer	Aylesbury ...	Nov. 23, 1895	18 of 1895	Nov. 23, 1895	11	Debtor's	

RECEIVING ORDERS—continued.

No. 26683.

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No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Master.	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.
3981	Cassell, H.	44, Longmore-street, Birmingham, Warwickshire	Tailor	Birmingham ...	Oct. 31, 1895	122 of 1895	Nov. 21, 1895	117	Creditor's...	Sec. 4-1 (D.) and (H.), Bankruptcy Act, 1883
3982	Hollick, Arthur	Station-road, Harborne, in the city of Birmingham	Builder	Birmingham ...	Nov. 21, 1895	130 of 1895	Nov. 21, 1895	118	Debtor's.	
3983	Morrey, John	Residing at Crompton-road, Handsworth, Staffordshire, and trading at Heathfield-road, Handsworth aforesaid	Builder and Contractor...	Birmingham ...	Nov. 22, 1895	131 of 1895	Nov. 22, 1895	119	Debtor's	
3984	Sumner, John	Digby, Lincolnshire	Engine Driver to Digby Fen Commissioners	Boston	Nov. 23, 1895	20 of 1895	Nov. 23, 1895	20	Debtor's	
3985	Wilson, Thomas William	Hellfield Farm, Hellfield, Yorkshire ...	Lately Butcher, now out of business	Bradford	Nov. 21, 1895	81 of 1895	Nov. 21, 1895	75	Debtor's	
3986	Davey, William Hook ...	Eagle Villa, Newton-avenue, Acton, Middlesex, late 47, Chancer-road, Acton aforesaid	Engineer	Brentford	Nov. 22, 1895	31 of 1895	Nov. 22, 1895	25	Debtor's	
3987	Swain, Thomas	6, Water-street, Worsthorne, near Burnley, Lancashire	Carter	Burnley... ..	Nov. 22, 1895	30 of 1895	Nov. 23, 1895	27	Debtor's	
3988	Bromley, George, and ... Bromley, John Francis Ingram	159, Elthorne-road, Hornsey-rise, Middlesex Church Farm, Hougham, Kent Carrying on business at Church Farm, Hougham, near Dover aforesaid	Solicitor's Clerk Farmer and Dairyman Farmers and Dairymen, Copartners in trade	Canterbury ...	Nov. 22, 1895	53 of 1895	Nov. 22, 1895	51	Debtor's	
3989	Williams, Richard Benjamin	Walditch, near Bridport, Dorsetshire... ..	Builder	Dorchester ...	Nov. 22, 1895	11 of 1895	Nov. 22, 1895	11	Debtor's	
3990	Crisp, William (trading as W. Crisp and Co.)	Residing at 10, Castle-view, Eve Hill, Dudley, Worcestershire, trading at King-street, Dudley aforesaid	Builder	Dudley	Nov. 21, 1895	21 of 1895	Nov. 22, 1895	18	Debtor's	
3991	Willing, Christopher Thomas	The Saw Mills, New North-road, Exmouth, Devonshire	Millwright	Exeter	Nov. 21, 1895	41 of 1895	Nov. 21, 1895	39	Debtor's	
3992	Sampson, F. J.	Glenalmond, Burghill-road, Sydenham, Kent	Gentleman	Greenwich ...	Oct. 29, 1895	20 of 1895	Nov. 19, 1895	12	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3993	Wells, Tom	39, Gensing-road, St. Leonards-on-Sea, Sussex	Retired Licensed Victualler	Hastings	Nov. 4, 1895	32 of 1895	Nov. 21, 1895	24	Creditor's...	Sec. 4-1 (G.), Bankruptcy 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.
3994	Powell, Richard James ...	Butt House, Canon Pyon, Herefordshire ...	Farmer	Hereford ...	Nov. 20, 1895	27 of 1895	Nov. 20, 1895	18	Debtor's	
3995	Paton, Henry	Residing and trading at 64, Beeston-road, in the city of Leeds	Watchmaker and Jeweller	Leeds	Nov. 22, 1895	129 of 1895	Nov. 22, 1895	121	Debtor's	
3996	Payne-Gallwey, Wyndham Harry	22, the Grove, Ilkley, Yorkshire	Engineer	Leeds	Nov. 6, 1895	124 of 1895	Nov. 22, 1895	120	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3997	Kirby, Joseph	106, London-road, in the county borough of Leicester	Butcher	Leicester ...	Nov. 20, 1895	78 of 1895	Nov. 21, 1895	63	Debtor's	
3998	Pendleton, Joshua ...	Residing at 35, Rice-lane, Walton, Lancashire, lately residing and trading at 122, Rice-lane, Walton aforesaid	Slater and Plasterer ...	Liverpool ...	Nov. 21, 1895	93 of 1895	Nov. 21, 1895	74	Debtor's	
3999	Atterton, Tom	Leighton Buzzard, Bedfordshire	Organ Builder	Luton	Nov. 21, 1895	23 of 1895	Nov. 21, 1895	17	Debtor's	
4000	Furber, John (trading as Furber and Son)	Cheshire-street and Burgage-street, Market Drayton	Painter and Glazier ...	Nantwich and Crewe	Nov. 11, 1895	24 of 1895	Nov. 22, 1895	22	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
4001	Williams, William ...	86, Beech-street, Crewe... ..	Grocer	Nantwich and Crewe	Nov. 21, 1895	25 of 1895	Nov. 21, 1895	21	Debtor's	
4002	Lawes, William	Moulton, Lincolnshire	Wheelwright and Carpenter	Peterborough ...	Nov. 21, 1895	21 of 1895	Nov. 23, 1895	16	Creditor's...	Sec. 4-1 (H.), Bankruptcy Act, 1883
4003	Short, Frederick Stephen	Parkstone, Dorsetshire	Architect and Surveyor...	Poole	Nov. 20, 1895	22 of 1895	Nov. 20, 1895	22	Debtor's	
4004	Taylor, Francis	Residing at Rough Down, Harvey-road, Pokesdown, Hampshire, and carrying on business at 5, Cunmor-terrace, Old Christchurch-road, Bournemouth, Hampshire	House Agent	Poole	Nov. 19, 1895	21 of 1895	Nov. 19, 1895	21	Debtor's	
4005	Berry, Aaron Berry, William, and Berry, Benjamin... (trading as Berry Brothers)	Station-road, Blackrod, Lancashire Heyes-road, Cadishead, Lancashire Heyes-road, Cadishead, Lancashire Liverpool-road, Irlam, Lancashire	Brickmaker and Labourer Brickmaker Brickmaker Brickmakers	Salford	Nov. 21, 1895	17 of 1895	Nov. 21, 1895	14	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.
4006	Leatherbarrow, John ...	Croft-villas, Darlington, in the county of Durham, carrying on business in copartnership with Rupert Plowman, at Darlington aforesaid, as Lessees of a Patent	Lessee of a Patent ...	Stockton - on - Tees and Middlesborough	Nov. 20, 1895	65 of 1895	Nov. 20, 1895	59	Debtor's	
4007	Davies, John ...	South Dock and 19, Bathurst-street, both in the county borough of Swansea	Shipsmith ...	Swansea ...	Nov. 12, 1895	60 of 1895	Nov. 22, 1895	58	Creditor's ...	Sec. 4-1 (G.) Bankruptcy Act, 1883
4003	Robinson, Peter ...	Residing at 20, Church-street, Warrington, Lancashire, and carrying on business at Arpley Meadows, Warrington aforesaid	Knacker and Slaughterer	Warrington ...	Nov. 23, 1895	9 of 1895	Nov. 23, 1895	9	Debtor's	
4009	Robinson, William Dyson (otherwise William Dyson)	Church-street, Boston Spa, and late of the Britannia Inn, Tadcaster, both in Yorkshire	Sand Merchant, late Innkeeper	York ...	Nov. 21, 1895	41 of 1895	Nov. 21, 1895	41	Debtor's	

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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.
Childs, Philip ...	78, Downham-road, Hackney, in the county of London, trading at 24, Queen's-road, Dalston, in the county of London	Cabinet Maker ...	High Court of Justice in Bankruptcy	1343 of 1895	Dec. 6, 1895	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 15, 1896	11 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 22, 1895
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	1129 of 1895	Dec. 6, 1895	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 15, 1896	11 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 19, 1895
Donnelly, William ...	7, Warwick-road, Romford - road, Stratford, Essex, and of the General Post Office, in the city of London, lately residing at 29, Eleanor-road, Romford-road, Stratford aforesaid	Civil Service Clerk	High Court of Justice in Bankruptcy	1256 of 1895	Dec. 4, 1895	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 23, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 21, 1895
Fernau, Paul ...	36, St. Mary-at-Hill, late of 10, Fore-street, both in the city of London	Agent ...	High Court of Justice in Bankruptcy	1224 of 1895	Dec. 3, 1895	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 23, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Flett, Alexander ...	164, Aldersgate - street, London	... ..	High Court of Justice in Bankruptcy	1174 of 1895	Dec. 4, 1895	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 23, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
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	Dec. 4, 1895	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 23, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Notton, Sebastian ...	86, Aldersgate-street, in the city of London, and Woodlands, Oakleigh Park, Whetstone, Middlesex	Pipe Manufacturer and Merchant	High Court of Justice in Bankruptcy	1208 of 1895	Dec. 3, 1895	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 17, 1896	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Ebden, Alfred ...	14, Victor-terrace, off Doncaster-road, Barnsley, Yorkshire	Monumental Sculptor	Barnsley ...	12 of 1895	Dec. 3, 1895	10.15 A.M.	Official Receiver's Offices, 3, Back Regent - street, Barnsley	Dec. 3, 1895	10.45 A.M.	County Court-hall, Regent-street, Barnsley	Nov. 22, 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.
Bonsor, Joseph ...	Lately 245, Great Lister-street, now lodging at 199, Great Francis-street, both in Birmingham, Warwickshire	Fishmonger ...	Birmingham ...	123 of 1895	Dec. 6, 1895	11 A.M.	23, Colmore-row, Birmingham	Jan. 8, 1896	2 P.M.	County Court, Birmingham	Nov. 18, 1895
Dyson, Alfred Evans	49, Carpenters-road, Lozells, Aston, near Birmingham, Warwickshire	Plumber and Zinc Worker	Birmingham ...	124 of 1895	Dec. 5, 1895	11 A.M.	23, Colmore-row, Birmingham	Dec. 19, 1895	2 P.M.	County Court, Birmingham	Nov. 18, 1895
Froggatt, Alfred ...	32, Great Francis-street, in the city of Birmingham	Coal Dealer ...	Birmingham ...	125 of 1895	Dec. 6, 1895	12 noon	23, Colmore-row, Birmingham	Jan. 8, 1896	2 P.M.	County Court, Birmingham	Nov. 18, 1895
Norris, William ...	Residing at Fairview, King's Norton, Worcestershire, and trading at 91, Spiceal-street, 13, High-street, and 192, Icknield-street, in the city of Birmingham, Selly Oak, High-street, Bournbrook, and High-street, King's Heath, Worcestershire	Grocer ...	Birmingham ...	121 of 1895	Dec. 4, 1895	11 A.M.	23, Colmore-row, Birmingham	Jan. 8, 1896	2 P.M.	County Court, Birmingham	
Harrison, William ...	Residing and carrying on business at 29, Castle-street, Clitheroe, Lancashire	Chemist and Druggist	Blackburn ...	25 of 1895	Dec. 11, 1895	2 P.M.	County Court-house, Blackburn	Dec. 11, 1895	11 A.M.	County Court-house, Blackburn	Nov. 21, 1895
Munday, Edwin Shaw	4, Drummond-road, Skegness, Lincolnshire, lately residing and trading at 10, Lumley-road, Skegness aforesaid	Tobacconist and Hairdresser	Boston ...	19 of 1895	Dec. 5, 1895	12 noon	Official Receiver's Office, 48, High-street, Boston	Dec. 5, 1895	1.30 P.M.	Sessions-house, Boston	Nov. 19, 1895
Wilson, Thomas William	Hellfield Farm, Hellfield, Yorkshire	Lately Butcher, now out of business	Bradford ...	81 of 1895	Dec. 5, 1895	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 6, 1895	10 A.M.	County Court, Manor-row, Bradford	Nov. 23, 1895
Colston, Arthur ...	110, Lawrence-hill, in the city and county of Bristol	Tobacconist and Portmanteau Maker	Bristol ...	77 of 1895	Dec. 4, 1895	12 noon	Office of Official Receiver, Bank-chambers, Corn-street, Bristol	Dec. 20, 1895	12 noon	Guildhall, Bristol	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Whiles, John ...	Residing at 74, Dallowstreet, and trading at the Eagle Works, Gordon-street, both Burton-on-Trent, Staffordshire	Painter, Decorator, and Wheelwright	Burton-on-Trent	24 of 1895	Dec. 18, 1895	11.30 A.M.	Midland Hotel, Station-street, Burton-on-Trent	Dec. 18, 1895	12 noon	Court - house, Burton - on - Trent	Nov. 22, 1895
Bassington, Arthur ...	The New Inn, High-street, Deal, Kent	Licensed Victualler	Canterbury ...	52 of 1895	Dec. 6, 1895	9.30 A.M.	Official Receiver's Offices, 73, Castle-street, Canterbury	Dec. 6, 1895	10 A.M.	The Guildhall, Canterbury	Nov. 20, 1895
Hawkins, Henry ...	6, Penypeel-road, Cardiff, Glamorganshire, trading at 11, Wyndham-arcade, Cardiff	Bookseller and Antique Dealer	Cardiff ...	80 of 1895	Dec. 6, 1895	11 A.M.	Official Receiver's Offices, 29, Queen-street, Cardiff	Dec. 20, 1895	10 A.M.	Townhall, Cardiff	Nov. 8, 1895
Merlini, James ...	128, Paget-street, Cardiff, Glamorganshire	Grocer and Baker	Cardiff ...	71 of 1895	Dec. 10, 1895	11 A.M.	Official Receiver's Offices, 29, Queen-street, Cardiff	Dec. 20, 1895	10 A.M.	Townhall, Cardiff	Nov. 18, 1895
Davies, Henry ...	Anchor-lane, Deepfields, Staffordshire	Royalty Master ...	Dudley ...	20 of 1895	Dec. 3, 1895	11 A.M.	Official Receiver's Offices, Dudley	Dec. 3, 1895	12 noon	Court - house, Priory - street, Dudley	Nov. 12, 1895
Gooding, William Henry	Alphington - road, St. Thomas, Exeter, Devonshire	Building Contractor	Exeter ...	37 of 1895	Dec. 3, 1895	3 P.M.	The Castle of Exeter, at Exeter	Dec. 19, 1895	12 noon	The Castle of Exeter, at Exeter	Nov. 13, 1895
Willing, Christopher Thomas	The Saw Mills, New North-road, Exmouth, Devonshire	Millwright ...	Exeter ...	41 of 1895	Dec. 6, 1895	10 A.M.	Offices of Official Receiver, 13, Bedford-circus, Exeter	Dec. 19, 1895	12 noon	The Castle of Exeter, at Exeter	Nov. 21, 1895
Hill, William...	5, Park - street, Great Grimsby, Lincolnshire	Fisherman ...	Great Grimsby...	38 of 1895	Dec. 3, 1895	11 A.M.	Office of Official Receiver, 15, Osborne-street, Great Grimsby	Dec. 4, 1895	11 A.M.	Townhall, Great Grimsby	Nov. 20, 1895
Cassell, Frederick Arthur (trading as Fred A. Cassell and Company, and now or formerly also trading as the Arabian Oil Company)	Arabian Wharf, Blackhorse - road, Deptford, Kent	Tar Distiller and Chemical Manufacturer	Greenwich : ...	19 of 1895	Dec. 3, 1895	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 10, 1895	1 P.M.	Court - house, Greenwich	

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.
Malcolmson, Edward	Stoughton Barracks, Guildford, Surrey	Captain in Her Majesty's Army, the 1st Battalion the Queen's Royal West Surrey Regiment	Guildford and Godalming	20 of 1895	Dec. 3, 1895	12.30 P.M.	24, Railway - approach, London Bridge, S.E.	Jan. 14, 1896	1 P.M.	Townhall, Guildford	Nov. 22, 1895
Wilson, Henry	Snape Hall Farm, Whitmore, near Newcastle, Staffordshire	Farmer	Hanley, Burslem, and Tunstall	42 of 1895	Dec. 3, 1895	12 noon	Official Receiver's Office, Newcastle-under-Lyme	Dec. 12, 1895	11 A.M.	Townhall, Hanley	Nov. 21, 1895
Beaumont, F. W.	12, Orford-street, Ipswich, Suffolk	Sack and Tarpaulin Manufacturer	Ipswich	31 of 1895	Dec. 12, 1895	11.30 A.M.	Official Receiver's Chambers, 36, Princess-street, Ipswich	Dec. 12, 1895	12 noon	Shirehall, St. Helen's, Ipswich	
Goodyer, David James (trading as F. B. Goodyer)	270, Charnwood - street, Leicester, Leicestershire	Furniture Dealer	Leicester	77 of 1895	Dec. 3, 1895	12.30 P.M.	Office of Official Receiver, 1, Berridge-street, Leicester	Dec. 4, 1895	10 A.M.	The Castle, Leicester	
Jones, Robert	36, Town-row, in the city of Liverpool	Commercial Clerk	Liverpool	91 of 1895	Dec. 4, 1895	12 noon	Offices of Official Receiver, 35, Victoria-street, Liverpool	Dec. 5, 1895	11 A.M.	Court - house, Government - buildings, Victoria - street, Liverpool	Nov. 23, 1895
Usher, William John	Trading at 11, Jones-street, Rochdale - road, and 28, Miller-street, and residing at 113, Rochdale-road, Harpurhey, all in Manchester, Lancashire	Bristle Merchant and Manufacturer	Manchester	90 of 1895	Dec. 4, 1895	2.30 P.M.	Ogden's - chambers, Bridge-street, Manchester	Dec. 9, 1895	2 P.M.	Court - house, Quay - street, Manchester	
Richards, Thomas	5, Mary-street, Treharris, Glamorganshire, late 38, Thornwood-place, Treharris, formerly 8, Elizabeth - street, Dowlais, Glamorganshire	Colliery Timberman	Merthyr Tydfil	27 of 1895	Dec. 4, 1895	12 noon	65, High - street, Merthyr Tydfil	Dec. 11, 1895	3 P.M.	Court - house, Graham-street, Merthyr Tydfil	Nov. 22, 1895
Taylor, Francis	Residing at Rough Down, Harvey-road, Pokesdown, Hampshire, and carrying on business at 5, Cumnor-terrace, Old Christchurch-road, Bournemouth	House Agent	Poole	21 of 1895	Dec. 3, 1895	12.30 P.M.	Official Receiver's Offices, Salisbury	Dec. 18, 1895	11.45 A.M.	Townhall, Poole	

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.
Burns, Charles Richard	10 and 12, Duke-street, Reading, Berkshire	Ladies' and Child- ren's Outfitter	Reading ...	13 of 1895	Dec. 3, 1895	3 P.M.	Bankruptcy - build- ings, Carey-street, London, W.C.	Dec. 19, 1895	2 P.M.	Assize Court, Reading	
Preston, William ...	The Masons' Arms, Edgware, Middlesex, lately residing at Dorset- mews, Dorset-square, in the county of London	Licensed Victual- ler, lately Cab Proprietor	St. Albans ...	12 of 1895	Dec. 5, 1895	3 P.M.	Official Receiver's Office, 95, Temple- chambers, Temple- avenue, E.C.	Dec. 20, 1895	12 noon	Court-house, St. Albans	
France, James ...	2, Hereford-street, Ordsall- lane, Salford, Lancashire	Baker and Flour Dealer	Salford ...	16 of 1895	Dec. 4, 1895	3 P.M.	Ogden's - chambers, Bridge-street, Man- chester	Dec. 11, 1895	1 P.M.	Court - house, Encombe-place, Salford	Nov. 19, 1895
Nelson, John ...	Church-walk and Bridge- place, Worksop, Notting- hamshire	Fish and Game Dealer	Sheffield ...	59 of 1895	Dec. 4, 1895	2.30 P.M.	Official Receiver's Office, Figtree- lane, Sheffield	Dec. 5, 1895	11.30 A.M.	County Court- hall, Bank- street, Sheffield	Nov. 23, 1895
Ward, Jonathan ...	111, Weston-street and Fitzalan Market, both in the city of Sheffield	Tea and Provision Dealer	Sheffield ...	61 of 1895	Dec. 4, 1895	3 P.M.	Official Receiver's Office, Figtree- lane, Sheffield	Dec. 5, 1895	11.30 A.M.	County Court- hall, Bank- street, Sheffield	Nov. 23, 1895
Vaughan, Thomas ...	Prescott, Baschurch, Salop	Farmer ...	Shrewsbury ...	19 of 1895	Dec. 3, 1895	11.30 A.M.	Official Receiver's Office, Shrewsbury	Dec. 10, 1895	10.30 A.M.	Shirehall, Shrewsbury	
Basford, Henry Thomas Basford, Stephen (trading in copartner- ship 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 ...	16 of 1893	Dec. 4, 1895	3.15 P.M.	Official Receiver's Office, 4, East- street, Southamp- ton	Dec. 19, 1895	11 A.M.	Court - house, Castle-square, Southampton	
Cornforth, Edmond ...	Sales Farm, Swainby, and 60, Laing-street, Grange- town, both in Yorkshire	Farmer and Labourer	Stockton - on - Tees and Mid- dlesborough	64 of 1895	Dec. 11, 1895	3 P.M.	Official Receiver's Office, 8, Albert- road, Middles- borough	Dec. 11, 1895	3 P.M.	Court - house, Bridge - road, Stockton - on - Tees	Nov. 22, 1895
Harrison, John ...	The Ship Inn, High-street, Stockton-on-Tees, in the county of Durham	Coal Dealer and Licensed Vic- tualler	Stockton - on - Tees and Mid- dlesborough	63 of 1895	Dec. 4, 1895	3 P.M.	Official Receiver's Office, 8, Albert- road, Middles- borough	Dec. 4, 1895	3 P.M.	Court - house, Bridge - road, Stockton - on - Tees	Nov. 15, 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.
Norris, James March	The Park Hotel, Yarm-lane, Stockton-on-Tees, in the county of Durham, and lately residing and trading at 2, Hardwick-terrace, Norton - road, Stockton-on-Tees afore-said	Innkeeper, lately Butcher	Stockton - on - Tees and Middlesborough	61 of 1895	Dec. 4, 1895	3 P.M.	Official Receiver's Offices, 8, Albert-road, Middlesborough	Dec. 4, 1895	3 P.M.	Court - house, Bridge - road, Stockton - on - Tees	Nov. 12, 1895
Tatton, Thomas	London-road, Stoke-upon-Trent, Staffordshire, lately trading at Tunstall, Staffordshire	Grocer	Stoke - upon - Trent and Longton	14 of 1895	Dec. 3, 1895	11 A.M.	Official Receiver's Offices, Newcastle-under-Lyme	Dec. 18, 1895	10.45 A.M.	Townhall, Stoke - upon - Trent	
Hugo, Frederick	Bodmin, Cornwall	Temperance Hotel Keeper	Truro	48 of 1895	Dec. 3, 1895	12.30 P.M.	Official Receiver's Office, Boscawen-street, Truro	Dec. 21, 1895	11.30 A.M.	Townhall, Truro	Nov. 19, 1895
Palmer, Joseph	26, Fontarabia-road, Clapham Common, Surrey	Builder	Wandsworth	38 of 1895	Dec. 3, 1895	12 noon	24, Railway - approach, London Bridge, S.E.	Dec. 5, 1895	12 noon	Court - house, Wandsworth	
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	9 of 1895	Dec. 4, 1895	11.30 A.M.	Offices of Official Receiver, Bank-chambers, Cornstreet, Bristol	Dec. 3, 1895	11.30 A.M.	Townhall, Wells	Nov. 22, 1895
Williams, Mary	Compton House, Market-street, Llangollen, Denbighshire	Milliner and Draper, Widow	Wrexham	13 of 1895	Dec. 3, 1895	12 noon	Crypt - chambers, Eastgate - row, Chester	Dec. 10, 1895	12 noon	County Hall, Wrexham	Nov. 21, 1895
Robinson, William Dyson, otherwise William Dyson	Church-street, Boston Spa, Yorkshire, late the Britannia Inn, Tadcaster, Yorkshire	Sand Merchant, late Innkeeper	York	41 of 1895	Dec. 6, 1895	12.30 P.M.	Official Receiver's Offices, 28, Stone-gate, York	Jan. 10, 1896	11 A.M.	Courts of Justice, Clifford-street, York	Nov. 21, 1895

No. 26683.

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THE LONDON GAZETTE, NOVEMBER 26, 1895.

6857

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.
Wood, William	Now or lately trading at Gresham-chambers, Beastmarket Hill, now or lately residing at 72, Goldsmith-street, both in Nottingham	Now or lately Hop Merchant ...	Nottingham,	28 of 1895	Dec. 6, 1895 . . .	10 A.M.	County Court - house, St. Peter's - gate Nottingham

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Austen, Ernest Streaton and Townshend, George (carrying on business as Austen and Co.)	Residing at Sunnyside, Godstone, Surrey Residing at 16, Loraine-place, Holloway-road, Middlesex	Advertising Agents and Contractors	High Court of Justice in Bankruptcy	1252 of 1895	Nov. 21, 1895 ...	Oct. 28, 1895
de Leliva, Theodore Alexandre (described in Receiving Order as T. Alexandre)	30, Piccadilly and 110, Strand, both in the county of London	Confectioner	High Court of Justice in Bankruptcy	903 of 1895	Nov. 21, 1895 ...	Aug. 2, 1895
Flett, Alexander	164, Aldersgate-street, London	Trading in partnership with Arthur B. Withers and described in Re- ceiving Order as A. Flett and Co.	High Court of Justice in Bankruptcy	1174 of 1895	Nov. 21, 1895 ...	Oct. 11, 1895
Goldring, Thomas Wallace	Carrying on business at 20, Abchurch-lane, in the city of London	Solicitor	High Court of Justice in Bankruptcy	1049 of 1895	Nov. 20, 1895 ...	Sept. 6, 1895
Horton, William Thomas	8, Marquis-grove, Canonbury, in the county of London, trading at 9, Edward's-place, Aldersgate-street, in the city of London	Furrier	High Court of Justice in Bankruptcy	1175 of 1895	Nov. 23, 1895 ...	Oct. 11, 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. 20, 1895 ...	Nov. 8, 1895
Smeaton, James Gray and Bennett, James William	Residing at 4, Saling-villas, Lower Richmond-road, Putney, Surrey Residing at 5, Clifton-villas, Norbiton, Surrey Trading at 135, Minories, in the city of London	Engineers, Plumbers, and Gasfitters, Copartners	High Court of Justice in Bankruptcy	1274 of 1895	Nov. 21, 1895 ...	Nov. 4, 1895
Whitehead, George	28 and 30, Mintern-street, Hoxton, in the county of London	Cabinet Maker	High Court of Justice in Bankruptcy	1295 of 1895	Nov. 23, 1895 ...	Nov. 6, 1895
Powell, David	Conway Hotel, Cardiff-street, Aberdare, Glamorganshire ...	Licensed Victualler	Aberdare	8 of 1895	Nov. 21, 1895 ...	Nov. 21, 1895
Bonsor, Joseph	Lately 245, Great Lister-street, now lodging at 199, Great Francis-street, both in Birmingham, Warwickshire	Fishmonger	Birmingham	123 of 1895	Nov. 22, 1895 ...	Nov. 6, 1895
Cassell, H.	44, Longmore-street, Birmingham, Warwickshire	Tailor	Birmingham	122 of 1895	Nov. 22, 1895 ...	Oct. 31, 1895

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ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Dyson, Alfred Evans	49, Carpenters-road, Lozells, Aston, near Birmingham, Warwickshire	Plumber and Zinc Worker	Birmingham	124 of 1895	Nov. 22, 1895	Nov. 7, 1895
Hollick, Arthur	Station-road, Harborne, in the city of Birmingham	Builder	Birmingham	130 of 1895	Nov. 22, 1895	Nov. 21, 1895
Morrey, John	Residing at Crompton-road, Handsworth, Staffordshire, and trading at Heathfield-road, Handsworth aforesaid	Builder and Contractor	Birmingham	131 of 1895	Nov. 23, 1895	Nov. 22, 1895
Watkins, James	Waverley Cottage, Shirley, near Birmingham, lately residing at Albert-road, Birmingham, Warwickshire	Accountant Clerk	Birmingham	128 of 1895	Nov. 22, 1895	Nov. 19, 1895
Sumner, John	Digby, Lincolnshire	Engine Driver to Digby Fen Commissioners	Boston	20 of 1895	Nov. 23, 1895	Nov. 23, 1895
Wilson, Thomas William	Hellifield Farm, Hellifield, Yorkshire	Lately Butcher, now out of business	Bradford	81 of 1895	Nov. 21, 1895	Nov. 21, 1895
Swain, Thomas	6, Water-street, Worsthorne, near Burnley, Lancashire	Carter	Burnley	30 of 1895	Nov. 23, 1895	Nov. 22, 1895
Bromley, George, and Bromley, John Francis Ingram	159, Elthorne-road, Hornsey Rise, Middlesex Church Farm, Hougham, Kent Carrying on business at Church Farm, Hougham, near Dover aforesaid	Solicitor's Clerk Farmer and Dairyman Farmers and Dairymen, copartners in trade	Canterbury	53 of 1895	Nov. 22, 1895	Nov. 22, 1895
Williams, Richard Benjamin	Walditch, near Bridport, Dorsetshire	Builder	Dorchester	11 of 1895	Nov. 22, 1895	Nov. 22, 1895
Crisp, William (trading as W. Crisp and Co.)	Residing at 10, Castle-view, Eve Hill, Dudley, Worcester-shire, trading at King-street, Dudley	Builder	Dudley	21 of 1895	Nov. 22, 1895	Nov. 21, 1895
Willing, Christopher Thomas	The Saw Mills, New North-road, Exmouth, Devonshire	Millwright	Exeter	41 of 1895	Nov. 21, 1895	Nov. 21, 1895
Grundy, Thomas	Cromwell House, Ladywell-road, Lewisham, Kent, lately residing and trading at the same address	Builder	Greenwich	17 of 1895	Oct. 11, 1895	Aug. 20, 1895
Powell, Richard James	Butt House, Canon Pyon, Herefordshire	Farmer	Hereford	27 of 1895	Nov. 20, 1895	Nov. 20, 1895

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Paton, Henry...	Residing and trading at 64, Beeston-road, in the city of Leeds	Watchmaker and Jeweller	Leeds	129 of 1895	Nov. 22, 1895	Nov. 22, 1895
Kiiby, Joseph	106, London-road, in the county borough of Leicester	Butcher	Leicester	78 of 1895	Nov. 21, 1895	Nov. 20, 1895
Jones, Robert	36, Town-row, in the city of Liverpool	Commercial Clerk	Liverpool	91 of 1895	Nov. 23, 1895	Nov. 14, 1895
Pendleton, Joshua	Residing at 35, Rice-lane, Walton, Lancashire, lately residing and trading at 122, Rice-lane, Walton aforesaid	Slater and Plasterer	Liverpool	93 of 1895	Nov. 21, 1895	Nov. 19, 1895
Clarke, John	Residing at Myrtle Cottage, Langham-road, Bowdon, Cheshire, now or lately carrying on business at 17, Brazenose-street, Manchester, formerly residing at Coombe-terrace, Westcombe Park, London, S.E.	Solicitor	Manchester	47 of 1895	Nov. 21, 1895	June 14, 1895
Hesse, Max (trading as Hesse and Co., formerly trading as Aschenbach and Co.)	Residing at 2, High-street, Chorlton-on-Medlock, Manchester, Lancashire, trading at 39, Piccadilly, Manchester, and formerly trading at 4, Portland-street, Manchester aforesaid, and at Gablonz, in Bohemia	Merchant	Manchester	75 of 1895	Nov. 21, 1895	Sept. 5, 1895
Williams, William	86, Beech-street, Crewe	Grocer	Nantwich and Crewe	25 of 1895	Nov. 21, 1895	Nov. 21, 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. 15, 1895	Nov. 15, 1895
Lawes, William	Moulton, Lincolnshire	Wheelwright and Carpenter	Peterborough	21 of 1895	Nov. 23, 1895	Nov. 21, 1895
Taylor, Francis	Residing at Rough Down, Harvey-road, Pokesdown, Hampshire, and carrying on business at 5, Cumnor-terrace, Old Christchurch-road, Bournemouth, Hampshire	House Agent	Poole	21 of 1895	Nov. 19, 1895	Nov. 18, 1895
Berry, Aaron	Station-road, Blackrod, Lancashire	Brickmaker and Labourer				
Berry, William, and	Heyes-road, Cadishead, Lancashire	Brickmaker				
Berry, Benjamin (trading as	Heyes-road, Cadishead, Lancashire	Brickmaker				
Berry Brothers)	Liverpool-road, Irlam, Lancashire	Brickmakers	Salford	17 of 1895	Nov. 21, 1895	Nov. 21, 1895
Hill, William	Lower Alstone Farm, Haughton, Staffordshire	Farmer	Stafford	8 of 1895	Nov. 21, 1895	Oct. 16, 1895

ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Turner, William John	New Inn Farm, Edgmond, near Newport, Salop	Farmer	Stafford	7 of 1895	Nov. 21, 1895 ...	Oct. 9, 1895
Leatherbarrow, John	Croft-villas, Darlington, in the county of Durham, carrying on business in copartnership with Rupert Plowman, at Darlington aforesaid, as Lessees of a Patent	Lessee of a Patent	Stockton - on - Tees and Middlesborough	65 of 1895	Nov. 20, 1895 ...	Nov. 20, 1895
Robinson, Peter	Residing at 20, Church-street, Warrington, Lancashire, and carrying on business at Arpley Meadows, Warrington aforesaid	Knacker and Slaughterer	Warrington	9 of 1895	Nov. 23, 1895 ...	Nov. 23, 1895
Williams, Mary	Compton House, Market-street, Llangollen, Denbighshire ...	Milliner and Draper, Widow ...	Wrexham	13 of 1895	Nov. 21, 1895 ...	Oct. 31, 1895
Robinson, William Dyson, otherwise William Dyson	Church-street, Boston Spa, late the Britannia Inn, Tadcaster, both in Yorkshire	Sand Merchant, late Innkeeper ...	York	41 of 1895	Nov. 21, 1895 ...	Nov. 20, 1895

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Bartlett, John Thomas ...	47, Nightingale-road, Clapton, Middlesex ...	Government Pensioner ...	High Court of Justice in Bankruptcy	1116 of 1895	Dec. 11, 1895 ...	G. Wreford, Senior Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Furze, Thomas ...	17, Phipp-street, Shoreditch, residing at Rosebank, 146, Peckham-rye, both in the county of London	Hardware Factor and Importer	High Court of Justice in Bankruptcy	39 of 1895	Dec. 12, 1895 ...	Oscar Berry ...	Monument House, Monument-square, London, E.C.
Gillbanks, Harry ...	Bank-chambers, 38, Throgmorton-street, in the city of London, lately residing at Glenthorne, 143, Croxted-road, West Dulwich, in the county of London	Stock and Share Broker ...	High Court of Justice in Bankruptcy	1202 of 1893	Dec. 10, 1895 ...	Augustus Cufaude Palmer	7 and 8, Railway-approach, London Bridge, S.E.
Jennings, Elliott (trading as Elliott, Jennings and Co.)	7, Crutchedfriars, London, E.C., and the Laurels, Chelmsford-road, Woodford, Essex, lately trading at 79, Mark-lane, in the city of London	Wine Merchant ...	High Court of Justice in Bankruptcy	1761 of 1893	Dec. 10, 1895 ...	Alfred Cotton Harper, Chartered Accountant	10, Trinity-square, Tower Hill, E.C.
King, Franklin Sydney ...	Billiter-square-buildings, Billiter-square, in the city of London, 62, Mark-lane, in the city of London, Goulston-street, Whitechapel, Middlesex, and Highfield, Addiscombe-road, Croydon, Surrey	Builder and Contractor ...	High Court of Justice in Bankruptcy	1123 of 1888	Dec. 10, 1895 ...	Alfred Cotton Harper, Chartered Accountant	10, Trinity-square, Tower Hill, London, E.C.
Kirby, James Langford (described in the Receiving Order as J. L. Kirby)	33, Old Change, in the city of London, and 73, Comeragh-road, West Kensington, London	...	High Court of Justice in Bankruptcy	1008 of 1893	Dec. 11, 1895 ...	E. Leadam Hough, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Nicklinson, Ernest ...	280, Kentish Town-road and 88, Queen's-crescent, Haverstock Hill, both in Middlesex	Butcher ...	High Court of Justice in Bankruptcy	1466 of 1893	Dec. 8, 1895 ...	Edward Eleazar Pool...	157 and 158, Avenue F, Central Meat Market, Smithfield, London, E.C.
Ingle, Douglas Curry ...	Bereton Villa, Claremont-road, Bath, Somersetshire	...	Bath ...	17 of 1894	Dec. 11, 1895 ...	Edward Gustavus Clarke, Official Receiver	Bank-chambers, Corn-street, Bristol
Smith, Thomas ...	Residing at 294, Wheeler-street, and trading at 292, Wheeler-street and 70, Lozells-road, all of Aston, near the city of Birmingham	Butcher and Cattle Dealer...	Birmingham ...	53 of 1894	Dec. 10, 1895 ...	Charles T. Appleby ...	26, Corporation-street, Birmingham
Goodrick, William ...	Lately residing and trading at 81A, Liquorpond-street, Boston, Lincolnshire	Carpenter and Joiner ...	Boston ...	17 of 1895	Dec. 11, 1895 ...	Richard John Ward, Official Receiver	Official Receiver's Offices, 31, Silver-street, Lincoln
Blackburn, Edwin (trading as John Blackburn and Sons)	Residing at Bath-road, Cleckheaton, and trading at Upper-lane Mill, Cleckheaton, Yorkshire	Card Manufacturer ...	Bradford ...	23 of 1895	Dec. 19, 1895 ...	William Lawson ...	49, Sunbridge-road, Bradford

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustees.	Address.
Dando, Robert	Wedmore Villa, Bath-road, Totterdown, Somersetshire	Hawlier and Furniture Remover	Bristol	60 of 1895	Dec. 11, 1895 ...	Edward Gustavus Clarke, Official Receiver	Bank - chambers, Cornstreet, Bristol
Day, Alfred	Residing at Common End, in Saffron Walden, Essex, and trading at Market Hill, Saffron Walden aforesaid	Ready-made Clothier ...	Cambridge	15 of 1895	Dec. 10, 1895 ...	Official Receiver ...	5, Petty Cury, Cambridge
Fairall, Albert	Caterham Valley, Caterham, Surrey	Corn, Hay, and Straw Merchant	Croydon	29 of 1895	Dec. 11, 1895 ...	A. Mackintosh, Official Receiver	24, Railway-approach, London Bridge, S.E.
Thomas, David	500 and 501, New Cross-road and 33, Kingstreet, Deptford, Kent	Builder, Tobacconist, and Picture Frame Maker	Greenwich	12 of 1895	Dec. 10, 1895 ...	H. W. Pope	482, New Cross-road, S.E.
Johnsen, Hans	13, North-street and 15, Regent's-terrace, Anlaby-road, both in the borough of Kingston-upon-Hull	Commission Agent	Kingston-upon-Hull	22 of 1893	Dec. 13, 1895 ...	Arthur Stewart Maples, Official Receiver	Trinity House-lane, Hull
Kirby, Thomas	56, Waterloo-street, Leicester	Butcher	Leicester	43 of 1895	Dec. 11, 1895 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester
Nutt, Thomas	Uppingham, Rutlandshire	Brick and Tile Maker ...	Leicester	35 of 1895	Dec. 11, 1895 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester
Smith, Richard	Church-lane, Anstey						
Smith, Joseph	Park-road, Anstey						
Hardy, George Harry ...	Cropstone-road, Anstey						
Alexander, James Durrant	Main-street, Anstey						
Lowe, George Harry, and	Main-street, Anstey						
Wain, Frederick	The Green, Anstey						
(trading as							
Smith, Hardy, and Co.) ...	Main-street, Anstey, Leicestershire	Boot and Shoe Manufacturers	Leicester	41 of 1895	Dec. 11, 1895 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester
Smith, Richard	Church-lane, Anstey, Leicestershire	Boot and Shoe Manufacturer	Leicester	41 of 1895	Dec. 11, 1895 ...	J. G. Burgess, Official Receiver	1, Berridge-street, Leicester
(Separate Estate)							
Winter, Bernard William	Eldon-street, Tuxford, Nottinghamshire ...	Saddler and Harness Maker	Lincoln	21 of 1895	Dec. 11, 1895 ...	Richard John Ward, Official Receiver	Official Receiver's Offices, 31, Silver-street, Lincoln
Taylor, Thomas (trading as Tom Taylor)	50, Manchester-street, in the city of Liverpool	Boot and Shoe Dealer ...	Liverpool	67 of 1895	Dec. 10, 1895 ...	H. D. McAusland, Accountant	Commerce-court, 11, Lord-street, Liverpool
Fouracres, George	Beckbury, Salop	Grocer	Madeley	14 of 1895	Dec. 10, 1895 ...	T. Bullock, Official Receiver	42, St. John's-hill, Shrewsbury
Williams, John Morgan ...	30, the Whatton, Brecon, in the county of Brecon	Grocer	Merthyr Tydfil ...	6 of 1894	Dec. 12, 1895 ...	William Lewes Daniel, Official Receiver	65, High-street, Merthyr Tydfil

NOTICES OF INTENDED DIVIDENDS—*continued.*

No. 26683.

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Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Mossford, William ...	29, Nantwich-road, Crewe, Cheshire, also carrying on business at 64, Nantwich-road, and Hope-street, Crewe aforesaid	Monumental Mason...	Nantwich and Crewe	7 of 1893	Dec. 14, 1895 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Poole, William ...	33, Mill-street, Crewe ...	Hairdresser and Fancy Goods Dealer	Nantwich and Crewe	5 of 1895	Dec. 14, 1895 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Read, John Henry ...	50, High-street, Whitechurch, Salop ...	Tailor and Draper ...	Nantwich and Crewe	12 of 1895	Dec. 14, 1895 ...	T. Bullock, Official Receiver	King - street, Newcastle-under-Lyme
Parbery, William ...	1, King-street, Tring, Hertfordshire, lately residing at 21, St. George's-street, and trading at 66, St. Andrew's-street, both in the town of Northampton	Clicker, lately Shoe Manufacturer	Northampton ...	7 of 1895	Dec. 12, 1895 ...	Alfred Ewen, Official Receiver	St. Paul's-square, Bedford
White, Edward Sackett ...	Norfolk House, Cromer, Norfolk...	General-shop Keeper ...	Norwich ...	31 of 1895	Dec. 10, 1895 ...	John Rout ...	White Lion - street, Norwich
James, John Watson ...	Lately residing and trading at 79, Lees-road, Oldham, Lancashire, now residing at 39, Hesse-street, Oldham aforesaid	Hosiery Manufacturer ...	Oldham ...	7 of 1895	Dec. 12, 1895 ...	Hesketh Booth, Official Receiver	Bank-chambers, Queen-street, Oldham
Stephenson, William ...	Residing and trading at 4, Bolton's-buildings, West-street, Oldham, Lancashire, and formerly at 30, Market-street, Hyde, Cheshire	Milliner and Draper...	Oldham ...	12 of 1895	Dec. 12, 1895 ...	Hesketh Booth, Official Receiver	Bank-chambers, Queen-street, Oldham
Whatmough, Doctor Joseph (trading as D. J. Whatmough and J. and P. Dyer, and formerly as W. Mason)	39 and 41, Market-place, Oldham ...	Hosier, Tailor, Draper, and Electrical Engineer and Fitter	Oldham ...	16 of 1895	Dec. 10, 1895 ...	Joshua Jones ...	39, York-street, Manchester
Claridge, Edwin Richard...	Barton-on-the-Heath, Warwickshire ...	Farmer ...	Oxford ...	13 of 1895	Dec. 12, 1895 ...	George Mallam, Official Receiver	1, St. Aldate's, Oxford
Jones, Thomas (trading as P. R. Jones)	Manchester House, Llancaiach, Glamorganshire	Draper ...	Pontypridd ...	15 of 1894	Dec. 12, 1895 ...	William Lewes Daniel, Official Receiver	65, High-street, Merthyr Tydfil
Morgan, John ...	60, Robert-street, Ynysbwl, near Pontypridd, Glamorganshire	Draper and Outfitter ...	Pontypridd ...	46 of 1894	Dec. 12, 1895 ...	William Lewes Daniel, Official Receiver	65, High-street, Merthyr Tydfil
Williams, William Henry	Farmers' Arms, Llantwit Vardre, near Pontypridd, Glamorganshire	Publican ...	Pontypridd ...	45 of 1894	Dec. 12, 1895 ...	William Lewes Daniel, Official Receiver	65, High-street, Merthyr Tydfil
Field, John Lyon ...	Holmwood, Parkstone, Dorsetshire ...	Of no occupation ...	Poole... ...	2 of 1891	Dec. 10, 1895 ...	Frederick Aston Dawes, Official Receiver	City-chambers, Salisbury

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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.
Baker, Alfred	14, West-street, Reading, Berkshire	Bootmaker	Reading	25 of 1894	Dec. 10, 1895 ...	Augustus Cufaude Palmer	7 and 8, Railway-approach, London Bridge, S.E.
Turner, John Thomas	1, Ipswich-street, Rochdale, and carrying on business at 34, Baron-street, Rochdale	General Commission Agent	Rochdale	2 of 1895	Dec. 12, 1895 ...	Hesketh Booth, Offi- cial Receiver	Bank - chambers, Queen- street, Oldham
Bell, Harry (trading as John Bell and Son)	70, Balby-road, Balby, near Doncaster, and 58, High-street, Doncaster, both in Yorkshire	Boot and Shoe Manufac- turer and Dealer	Sheffield	41 of 1895	Dec. 10, 1895 ...	R. A. H. Tovey ...	14, Priory-place, Doncaster
Searle, Walter Richard. (trading as Richard Searle and Son)	195 and 197, Gibraltar-street, Sheffield... ..	Currier and Leather Mer- chant	Sheffield	17 of 1895	Dec. 12, 1895 ...	W. Hubert Smith ...	47, Bank-street, Sheffield
Taylor, Edwin	Formerly St. Mary's-street, now High-street, Newport, Salop	Grocer... ..	Stafford	13 of 1894	Dec. 14, 1895 ...	T. Bullock, Official Receiver	King - street, Newcastle - under-Lyme
Davies, John William	Residing at the Red Lion Inn, Checkley. Staf- fordshire	Licensed Victualler... ..	Stoke-upon-Trent and Longton	4 of 1895	Dec. 14, 1895 ...	T. Bullock, Official Receiver	King - street, Newcastle - under-Lyme
Backhouse, Francis Blyth	Parliament-street, Goole, Yorkshire	Builder	Wakefield	31 of 1895	Dec. 12, 1895 ...	George William Town- end	Carlisle-chambers, Goole
Blow, Henry	Boothferry-road, Goole, Yorkshire	Wholesale and Retail Grocer and Provision Dealer	Wakefield	18 of 1895	Dec. 7, 1895 ...	George William Town- end	Carlisle-chambers, Goole
Strike, Charles	Late of Shrewsbury House, Winkfield, near Windsor, Berkshire	Builder	Windsor	3 of 1894	Dec. 9, 1895 ...	George Shead	18, Laurence Pountney - hill, Cannon-street, E.C.
Tuckley, Asher	Red Lion Inn, Bilston-road, Wolverhampton, Staffordshire, lately residing at Lane Head, near Wolverhampton aforesaid	Licensed Victualler... ..	Wolverhampton	41 of 1894	Dec. 11, 1895 ...	Edwin Pritchard, Offi- cial Receiver	St. Peter's-close, Wolver- hampton

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final or Otherwise.	When Payable.	Where Payable.
Groffman, Leonard Gurney (trading as John King and Co.)	Lately trading at 23 and 25, Endell-street, Long-acre, Middlesex, and residing at 40, Dunsmore-road, Stamford Hill, Middlesex.	Leather Merchant and Ironmonger, formerly trading in partnership with George William Robertson as John King and Co. at 23 and 25, Endell-street aforesaid	High Court of Justice in Bankruptcy	103 of 1895	4s. 6½d.	First and Final	Dec. 4, 1895	Martin, Farlow, Eldridge and Co., 4, King-street, Cheap-side, E.C.
Ham, George	Lately residing and trading at 10, Church-court, Kensington, Middlesex, now residing at 33, Holland-street, Kensington aforesaid, and trading at 10, Church-court and 33, Holland-street aforesaid	Builder and Contractor...	High Court of Justice in Bankruptcy	1648 of 1893	1s. 4d.	Supplemental	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
McAdam, Nicholas	90, Osbaldeston-road, Stoke Newington, in the county of London, carrying on business at Wellington-chambers, London Bridge, in the county of London	Provision Merchant	High Court of Justice in Bankruptcy	472 of 1895	11¾d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Saunders, Godfrey Samuel, and Leadam, Thomas Seaton (two partners in the firm of Godfrey S. Saunders and Co.)	5, New London-street, in the city of London	Merchants	High Court of Justice in Bankruptcy	1501 of 1894	1s. 6d.	First	Dec. 9, 1895	3, Lothbury, in the city of London
Watson, William George and Abbott, Walter (trading as Watson and Abbott)	20, Bartholomew-close, in the city of London	Underclothing Manufacturers	High Court of Justice in Bankruptcy	1163 of 1894	2d.	Second and Final	Dec. 5, 1895	Office of Trustee, 99, Cheap-side, E.C.
Williams, John Jones	3, Market-street, Rhyl, Flintshire	Furniture Dealer	Bangor	22 of 1895	1s. 9d.	First and Final	Dec. 6, 1895	Official Receiver's Office, Crypt-chambers, Chester
Dyer, Isaac Edwin	The Windsor Inn, Bradiford, Barnstaple, Devonshire	Innkeeper...	Barnstaple	5 of 1895	2s. 2d.	First and Final	Nov. 28, 1895	Official Receiver's Office, 5B, Hammet-street, Taunton
Thatcher, Alfred Howe...	The George and Dragon Inn, Felton, in the parish of Winford, Somersetshire	Licensed Victualler and Corn Factor	Bristol	22 of 1895	1s. 7d.	First and Final	Dec. 2, 1895	Offices of Official Receiver, Bank-chambers, Corn-street, Bristol
Johnston, David...	14, Lamplugh-street and Long Island-yard, both in Carlisle	Carter and Coal Agent	Carlisle	11 of 1892	6½d.	Second and Final	Nov. 30, 1895	Official Receiver's Offices, 29, Lowther-street, Carlisle

N. TICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Baldwin, Rushford ...	Green Hill, Holywell, Flintshire ...	Wine and Spirit Merchant	Chester ...	7 of 1895	4s.	First	Dec. 6, 1895 ...	Official Receiver's Office, Crypt-chambers, Chester
Forsdick, Joseph Hunt ...	Trading at 5, Bridge-street, and residing at 16, Grosvenor-place, both in the city of Chester	Clothier and Outfitter ...	Chester ...	6 of 1895	2s. 5d.	First and Final	Dec. 6, 1895 ...	Official Receiver's Office, Crypt-chambers, Chester
Topham, Walter ...	Somercotes, in the parish of Alfreton, Derbyshire	Tailor ...	Derby ...	23 of 1893	4s.	First and Final	Nov. 30, 1895 ...	Official Receiver's Offices, 40, St. Mary's-gate, Derby
Ainsley, Allan Jacks ...	98, Winchelsea-road, Tottenham, lately trading at the Eagle, Chestnut-road, Tottenham, both in Middlesex	Formerly Licensed Victualler, now out of business	Edmonton ...	6 of 1895	1½d.	First and Final	Dec. 2, 1895 ...	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, E.C.
Winton, George Henry ... and Chase, Philip Henry ... (carrying on business as Winton and Chase)	The Vine Farm, Tenbury, Worcestershire Spring-grove, Tenbury aforesaid At Tenbury aforesaid, and at Hereford ...	Auctioneers ...	Kidderminster ...	2 of 1895	6d.	First and Final	Dec. 4, 1895 ...	Offices of C. W. and F. J. Cotterell, 57, Colmore-row, Birmingham
Winton, George Henry ... (Separate Estate)	The Vine Farm, Tenbury, Worcestershire...	Auctioneer ...	Kidderminster ...	2 of 1895	14s. 6d.	First and Final	Dec. 4, 1895 ...	Offices of C. W. and F. J. Cotterell, 57, Colmore-row, Birmingham
Chase, Philip Henry ... (Separate Estate)	Spring-grove, Tenbury, Worcestershire ...	Auctioneer ...	Kidderminster ...	2 of 1895	2s. 6d.	First	Dec. 4, 1895 ...	Offices of C. W. and F. J. Cotterell, 57, Colmore-row, Birmingham
Cartwright, Joseph ...	Long Sutton, Lincolnshire ...	Ironmonger and Implement Dealer	King's Lynn...	8 of 1895	5s. 4½d.	First and Final	Dec. 2, 1895 ...	Official Receiver's Office, 8, King-street, Norwich
Adcock, Arthur ...	68A, Pinfold-gate, Loughborough, Leicestershire	Baker ...	Leicester ...	39 of 1895	1s. 8d.	First and Final	Dec. 4, 1895 ...	Office of Official Receiver, 1, Berridge-street, Leicester
Cowling, John Henry ...	20, Meadow-lane and 33, Church-gate, both in Loughborough, Leicestershire	Butcher ...	Leicester ...	19 of 1895	10d.	First and Final	Dec. 4, 1895 ...	Office of Official Receiver, 1, Berridge-street, Leicester
Wheatley, Thomas John	Shoulder of Mutton Inn, Wymeswold, Leicestershire	Innkeeper...	Leicester ...	50 of 1895	2s. 9½d.	First and Final	Dec. 4, 1895 ...	Office of Official Receiver, 1, Berridge-street, Leicester
Kirkby, Alfred Henry ...	Sussex Villa, Sussex-street, Bedale, Yorkshire	Excise Officer ...	Northallerton ...	13 of 1889	3s.	Fourth	Dec. 6, 1895 ...	8, Albert-road, Middlesborough

NOTICES OF DIVIDENDS—*continueu.*

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Beckett, Robert Whitton	Shipdham, Norfolk	Dealer in Drugs and General Dealer	Norwich	9 of 1895	2s. 8½d.	First and Final	Nov. 30, 1895 ...	Official Receiver's Office, 8, King-street, Norwich
Dix, William	Elm-hill and 61, Old Palace-road, in the city of Norwich	Boot and Shoe Manufacturer	Norwich	41 of 1895	1s. 3½d.	First and Final	Nov. 28, 1895 ...	Official Receiver's Office, 8, King-street, Norwich
Allin, George	Residing at 1, Queen's Walk-villas, Brierley-street, and trading at Howard-street, both in Nottingham	Baker	Nottingham	72 of 1894	1s. 5½d.	First and Final	Dec. 6, 1895... ..	Official Receiver's Offices, St. Peter's Church-walk, Nottingham
Towers, William ... and Dodson, James ... (trading as Towers and Dodson)	15, Lewis-street, Great Alfred-street, Nottingham 4, Carlingford - terrace, Brown - street, Hyson Green, Nottingham 7, Forman's-buildings, Nottingham	Cabinet Makers	Nottingham... ..	45 of 1894	11s. 3d.	First and Final	Dec. 10, 1895 ...	Official Receiver's Offices, St. Peter's Church-walk, Nottingham
Watson, Joseph	27, Annesley-road, Hucknall Torkard, Nottinghamshire	Grocer and Draper	Nottingham... ..	30 of 1894	2s. 8½d.	First and Final	Dec. 6, 1895 ...	Official Receiver's Offices, St. Peter's Church-walk, Nottingham
Hall, Charles	Blewbury, Berkshire	Grocer and Draper	Oxford	12 of 1895	6s.	First	Nov. 30, 1895 ...	55, Cornmarket-street, Oxford
Harries, Francis James...	Compton House, Main-street, Fishguard, Pembrokeshire, lately residing and trading at New Shop, Solva, Pembrokeshire	Draper, Milliner, Grocer, and Outfitter	Pembroke Dock	6 of 1895	5s. 5d.	First and Final	On and after Dec. 2, 1895	39, Broad-street, Bristol
Wright, John	Chatteris, Cambridgeshire	Miller and Farmer	Peterborough	9 of 1895	20s. and 4 per cent. interest	First and Final	Nov. 28, 1895 ...	Office of Jesse Adnitt, Oriol House, Peterborough, High Railiff
Ashton, Thomas	2, Dickens-buildings, Tonypany, Glamorganshire	Boot Dealer	Pontypridd	1 of 1895	2s.	First and Final	Dec. 4, 1895	Offices of Winson and Graham, City - chambers, Nicholas-street, Bristo
Fellows, James William	2, Alexandra-road, Hemel Hempstead, Hertfordshire, late 87, Sterling-street, New Clee, Grimsby, Lincolnshire	Fishmonger	St. Albans	7 of 1895	2s. 5d.	First and Final	Nov. 28, 1895 ...	Offices of Official Receiver, 95, Temple-chambers, Temple-avenue, E.C..
Walters, John Barlow ...	Walk Mill, Eccleshall, Staffordshire ...	Miller	Stafford	12 of 1894	2s. 9½d.	First and Final	Dec. 5, 1895... ..	Official Receiver's Office, Newcastle-under-Lyme
Madderson, John	Wood End, Grindon, near Wynyard, in the county of Durham	Farmer	Stockton - on - Tees and Middlesborough	35 of 1895	10s. 1d.	First and Final	Dec. 6, 1895... ..	8, Albert-road, Middlesborough

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Moses, Christopher ...	North Ormesby, Middlesborough, Yorkshire	Architect and Surveyor...	Stockton - on - Tees and Middlesborough	30 of 1892	3½d.	First and Final	Dec. 6, 1895...	8, Albert-road, Middlesborough
Wehrley, William ...	Bodmin, Cornwall	Working Jeweller ...	Truro... ..	11 of 1895	2s. 10½d.	First and Final	Nov. 30, 1895 ...	Official Receiver's Office, Truro
Fiske, Robert Elwyn ...	27, Wandle-road, Upper Tooting, late Durham House School, Clapham Common, both in Surrey	Late School Proprietor ...	Wandsworth ...	19 of 1895	1s..	First	Dec. 6, 1895... ..	Offices of Official Receiver, 24, Railway-approach, London Bridge, S.E.
Tyack, John	Sheffield Park Farm, Aston Cantlow, Warwickshire.	Farmer ... '	Warwick	7 of 1895	5s. 11½d.	First and Final	Nov. 29, 1895 ...	Official Receiver's Offices, 17, Hertford-street, Coventry
NOTE.—The above Notice	is in substitution for the Notice of Dividend	of 6s. 8½d. in the pound	published in the London Gazette	of the 25th	October, 1895,	the Dividend then advertised	not having been paid	
Williamson, John ...	The Larches, Droitwich, Worcestershire ...	Clerk in Holy Orders ...	Worcester	28 of 1887	6s. 6d.	Second	Dec. 2, 1895... ..	Whitehall-chambers, 23, Colmore-row, Birmingham
Corbett, Edward, jun. ...	Plaskynaston Chemical Works, near Ruabon, Denbighshire	... ..	Wrexham	5 of 1894	2s. 7½d.	First and Final	Dec. 6, 1895... ..	Official Receiver's Office, Crypt-chambers, Chester
Jones, Edward	Cold Chimney Farm, Hope, Flintshire ...	Farmer	Wrexham	10 of 1895	1s. 7d.	First and Final	Dec. 6, 1895... ..	Official Receiver's Office, Crypt-chambers, Chester
	<i>The following Amended</i>	<i>Notice is substituted for that published in the</i>	<i>London Gazette of the</i>	<i>22nd November, 1895.</i>				
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. 4d.	First and Final	Nov. 29, 1895 ...	Official Receiver's Offices, Figtree-lane, Sheffield

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.
Bouverie, John Augustus Sheil...	Late of Delapré Abbey, Northamptonshire, now of Long's Hotel, New Bond-street, Middlesex	... ..	High Court of Justice in Bankruptcy	662 of 1895	Dec. 19, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Dalrymple, William Charles	76, Finsbury-pavement, in the city of London, lately carrying on business at Kingstown, St. Vincent, West Indies, now residing at 105, Grosvenor-road, Highbury, in the county of London	West India Merchant	High Court of Justice in Bankruptcy	332 of 1895	Dec. 12, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Jerdein, Edward (trading as Lee and Jerdein)	9, Lancaster-place, Strand, in the county of London, also trading at Lindsay Wharf, Chelsea, in the county of London, at 23, Northumberland-avenue, Charing Cross, in the county of London, at the Railway Depôt, Uxbridge-road, Shepherd's Bush, the Railway Depôt, Kilburn Bridge, in the county of London, and at the Railway Depôt, Worship-street, in the city of London	Coal Merchant...	High Court of Justice in Bankruptcy	1499 of 1894	Dec. 12, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Pringle, Alexander James	127, Belsize-road, in the county of London	Now or formerly a member of the firm of J. Stembridge and Co., of 28, Red Lion-square, in the county of London, China, Glass, and Earthenware Dealers	High Court of Justice in Bankruptcy	460 of 1895	Dec. 13, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Stott, David	370, Oxford-street, in the county of London, and 67, Chancery-lane in the county of London	Publisher and Bookseller	High Court of Justice in Bankruptcy	56 of 1893	Dec. 10, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Trott, Joseph	14, Cloudesley-street, Islington, Middlesex	Jeweller	High Court of Justice in Bankruptcy	514 of 1894	Dec. 10, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Wrench, George	13, King's-road, Peckham, and Abbey-street Saw Mills, Bethnal Green-road, both in the county of London	Box and Packing Case Maker	High Court of Justice in Bankruptcy	1605 of 1894	Dec. 10, 1895, 11 A.M., Bankruptcy-buildings, Carey-street, W.C.
Maskell, George	Residing and trading at 38, Thornton-road, Bradford, Yorkshire	Lithographer	Bradford	4 of 1893	Dec. 10, 1895, 10 A.M., County Court, Manor-row, Bradford
Oram, Edwin (trading as E. Oram and Co.)	Residing at Hanham-road, Kingswood, Gloucestershire, and trading at Waters-road and Unity-street, St. George, Gloucestershire	Boot Manufacturer	Bristol	38 of 1895	Dec. 20, 1895, 11 A.M., Guildhall, Bristol
Atherton, John, and Atherton, Samuel (trading as J. and S. Atherton)	9, Laithe-street, Burnley, Lancashire 129, Manchester-road, Burnley Stanley-street Joinery Works, Burnley	Joiners and Builders...	Burnley	10 of 1894	Jan. 18, 1896, 10 A.M., Court-house, Burnley

APPLICATIONS FOR DEBTORS' DISCHARGE—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.
Ratcliff, Daniel Rowlinson	Late of Great Alne Hall, Great Alne, Warwickshire, now of 42, Royal-parade, Eastbourne, Sussex	Of no occupation	Eastbourne and Lewes	14 of 1895	Dec. 19, 1895, 12 noon, Townhall, Eastbourne
Mattick, Septimus John Dovell	Radstock, Somersetshire	Agricultural Machine Proprietor	Frome	2 of 1886	Dec. 17, 1895, 11 A.M., Mechanics' Hall, Frome
Purrett, Thomas	Somerley Farm, near Luton, Bedfordshire	Farmer	Luton	6 of 1895	Jan. 23, 1896, 2 P.M., Court-house, Luton
Moody, John Matthew	45, Earle-street, Crewe, Cheshire	Watchmaker's Assistant	Nantwich and Crewe	15 of 1892	Dec. 17, 1895, 11 A.M., Petty Sessional Court-house, Welch-row, Nantwich
Keswick, Charles (trading as Broomhead and Keswick)	112, Elswick-road, and trading at Railway-terrace, both in Newcastle-on-Tyne	Builder and Contractor	Newcastle-on-Tyne	58 of 1888	Jan. 17, 1896, 10 A.M., County Court, Westgate-road, Newcastle-on-Tyne

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

No. 26683.

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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.
Finch, John Francis (lately carrying on business as Horn-castle and Pember)	24, Woburn-place, Russell-square, lately residing at 26, Carlton-hill, St. John's Wood, and lately carrying on business at 23, Princes-street, Hanover-square, all in Middlesex	Lately House Agent, at present out of business	High Court of Justice in Bankruptcy	129 of 1893	Oct. 31, 1895	Bankrupt discharged subject to the following condition, to be fulfilled before his Discharge takes effect, viz.:—Bankrupt shall, before the signing of this Order, consent to Judgment being entered against him in the Queen's Bench Division of the High Court by the Official Receiver, as Trustee, for the sum of £50, being part of the balance of the debts provable in the bankruptcy which is not satisfied at the date of this Order, and £1 10s. costs of Judgment, and that, upon the required consent being given, Judgment may be entered against the Bankrupt in the Queen's Bench Division of the High Court for the sum of £50, together with £1 10s. costs of Judgment	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that he had 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
Harvey, Loftus ...	35, Brookley-road, Lewisham, Kent, lately trading and residing at the Holland Arms, 1, St. Mary Abbotts-terrace, High-street, Kensington, in the county of London	Late Licensed Victualler, now out of business	High Court of Justice in Bankruptcy	271 of 1895	Oct. 31, 1895	Discharge suspended for two years. Bankrupt to be discharged as from 31st October, 1897	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; had continued to trade after knowing himself to be insolvent; and had on a previous occasion made a Composition arrangement with his creditors
Hill, Effie ...	61, Baker-street, Portman-square, Middlesex	Dressmaker, Spinster	High Court of Justice in Bankruptcy	1527 of 1893	Oct. 31, 1895	Discharge suspended for three years. Bankrupt to be discharged as from 31st October, 1898	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of her unsecured liabilities; that she had omitted to keep such books of account as are usual and proper in the business carried on by her, and as sufficiently disclose her business transactions and financial position within the three years immediately preceding her bankruptcy; and had within three months preceding the date of the Receiving Order, when unable to pay her debts as they became due, given an undue preference to one of her 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.
Jones, Joshua	12, Doughty-street, in the county of London	Of no occupation	High Court of Justice in Bankruptcy	995 of 1894	Oct. 31, 1895	Discharge granted	
Russell, Captain John Richard (described in Receiving Order as Captain John R. Russell)	Weston-super-Mare, Somersetshire, lately residing at Haldon House, Haldon, near Ashford, Kent, but whose place of abode the Petitioning Creditor had not at the date of the Bankruptcy notice herein been able to ascertain	... ..	High Court of Justice in Bankruptcy (transferred from Bridgewater)	382 of 1895	Oct. 29, 1895	Discharge granted	
Shanly, Henry	3, Mardale-street, Shepherd's Bush, and trading at Bath-buildings, Baldwin-street, City-road, and at 30, Red Lion-square, Holborn, all in the county of London	Tin Box Manufacturer, also Gold Leaf Manufacturer	High Court of Justice in Bankruptcy	1450 of 1894	Oct. 29, 1895	Discharge suspended for two years. Bankrupt to be discharged as from 29th October, 1897	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 on a previous occasion made an arrangement with his creditors
Share, George Wade (trading as George W. Share and Company)	72, King William-street, in the city of London	Iron Merchant	High Court of Justice in Bankruptcy	283 of 1895	Oct. 31, 1895	Discharge suspended for three years. Bankrupt to be discharged as from 31st October, 1898	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had continued to trade after knowing himself to be insolvent; had contributed to his bankruptcy by unjustifiable extravagance in living, and had been guilty of misconduct as a trader in relation to his property and affairs, viz.: by inducing someone by a payment of money to accept certain bills on account of a Company of which he the bankrupt was sole proprietor, and which bankrupt knew at the time had ceased to exist for at least one year
Smith, Charles John ...	Carrying on business at 7, Snow-hill, in the city of London	Printer, Stationer, and Account Book Manufacturer, trading with George Nathaniel Henry Whales, as Whales, Smith, and Co.	High Court of Justice in Bankruptcy	941 of 1895	Oct. 29, 1895	Discharge suspended for two years. Bankrupt Charles John Smith to be discharged as from 29th October, 189	Bankrupt Charles John Smith's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities

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.
Smith, E. Ross ...	The Waterloo Hotel, Jermyn-street, Piccadilly, in the county of London	...	High Court of Justice in Bankruptcy	776 of 1894	Oct. 29, 1895	Discharge suspended for two years. Bankrupt to be discharged as from 29th October, 1897	That the bankrupt had brought on his bankruptcy by unjustifiable extravagance in living
Yells, John ...	Bourton-on-the-Hill, Gloucestershire, now residing at Moreton-in-Marsh, Gloucestershire	Farmer ...	Banbury ...	5 of 1895	Oct. 25, 1895	Discharge suspended for two years from date of Order. Bankrupt to be discharged as from 25th October, 1897	Proof of facts set out in sub-sec. 3 (A.), sec. 8, Bankruptcy Act, 1890
Lawes, John Bennet ...	11, Westbourne-gardens, Folkestone, Kent	Student ...	Canterbury ...	21 of 1895	Oct. 7, 1895	That the bankrupt's Discharge be suspended until a Dividend of not less than 10s. in the pound has been paid to the creditors, with liberty to the bankrupt, at any time after the expiration of two years from the date of this Order, to apply for a modification thereof, pursuant to sec. 8 of the Bankruptcy Act, 1890	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that he had brought on or contributed to his bankruptcy by unjustifiable extravagance in living
Estabrook, Charles Eugene	34, New North-road, Huddersfield, and carrying on business at Huddersfield aforesaid, and at 1, Lord-street, Halifax, late residing and carrying on business at 9, Akeds-road, Halifax, all in Yorkshire	Dentist ...	Halifax ...	11 of 1895	Nov. 8, 1895	Discharge granted subject to the bankrupt consenting to Judgment being entered against him in the County Court of Yorkshire holden at Halifax by the Official Receiver for £98 2s., and £1 10s. costs of Judgment	Proof of facts named in sub-sec. 3 (A.), (B.), (C.) D.), and (F.), sec. 8, Bankruptcy Act, 1890
Hirst, Herbert ...	34, New Penn-street, Pellon-lane, and Blenheim-street, both in Halifax, Yorkshire	Boxmaker ...	Halifax ...	35 of 1893	Nov. 8, 1895	Discharge granted subject to the bankrupt consenting to Judgment being entered against him in the County Court of Yorkshire holden at Halifax by the Official Receiver for £17 15s., and £1 10s. costs of Judgment	Proof of facts named in sub-sec. 3 (A.), (B.), (C.), and (D.), sec. 8, Bankruptcy Act, 1890
Blake, Ernest Isaac ...	3, Hotel-street, Leicester, and residing at 21, Glenfield-avenue, Leicester	Tailor and Draper ...	Leicester ...	7 of 1895	Oct. 16, 1895	Discharge suspended for three years	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep 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 contributed to his bankruptcy by unjustifiable extravagance in living; and had, on a previous occasion, made a Composition or arrangement with his creditors

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ORDERS MADE ON APPLICATIONS FOR DISCHARGE—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
rown, George Henry (trading as W. Brown and Son)	52, Saxe-Coburg-street, Leicester, and 1, Gallow- tree-gate, Leicester	Hatter	Leicester ...	26 of 1892	Oct. 16, 1895	Discharge suspended for two years	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; and that he had on a previous occasion made a Composition with his creditors.
Cartwright Frederic ...	34, Market-place, in the county borough of Leicester	Bookseller	Leicester ...	77 of 1894	Oct. 16, 1895	Discharge suspended for two years	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities
Hall, George	4, Garendon-street, Upper Kent-street, Leicester, Lei- cestershire	Builder	Leicester ...	11 of 1888	Oct. 16, 1895	Discharge suspended four months and fifteen days	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 brought on his bankruptcy by rash and hazardous speculations
Main, William	39, Moor-lane, Loughborough, Leicestershire	Builder	Leicester ...	19 of 1888	Oct. 16, 1895	Discharge suspended fourteen days	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; 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; and had on a previous occasion filed a petition for the liquidation of his affairs
Scotney, William	Dadby, near Leicester, Lei- cestershire, trading at the Sultan Inn, Belgrave-gate, Leicester, in partnership with one Thomas Sprigg	Licensed Victualler, Victualler, Dealer and Chapman	Leicester ...	62 of 1893	Oct. 16, 1895	Discharge suspended for two years...	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep 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 contributed to his bankruptcy by rash and hazardous speculations and by gambling

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 Abrogation of Order of Discharge.
Townsend, William Henry, and Townsend, William Edward (trading in partnership as W. H. Townsend and Son)	46, King-street, in the county borough of Leicester	Painters, Decorators, and Engineers	Leicester	... 20 of 5	Oct. 16, 1895	Discharge suspended for two years	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 sufficiently disclose their financial position within the three years immediately preceding their bankruptcy; had continued to trade after knowing themselves to be insolvent; and had on a previous occasion made a Composition with their creditors

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Cotton, Charles	17, Harrow-road, in the county of London ...	Pawnbroker	High Court of Justice in Bankruptcy	828 of 1895	Gimblett, Frederick	New-inn-chambers, Strand, London, W.C.	Nov. 22, 1895
Goldsmid, Alfred Joseph	45, Milsom-street, in the city of Bath, Somersetshire	Boot and Shoe Dealer	Bath	21 of 1895	Moore, Richard Harwood	York-street, Bath, Accountant	Nov. 23, 1895
Cohen, Benjamin	51, Fishergate, in the city of York	Tailor and Furniture Dealer's Manager	York	29 of 1895	Bayley, Joseph Henry	3, Clarence-street, Manchester	Nov. 22, 1895

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.
Alison, Arthur Charles ...	40, Bengeworth-road, Loughborough Junction, Surrey	Foreman at Meat Stores, West Smithfield	High Court of Justice in Bankruptcy	1573 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Baker, John ...	9, St. John-street, West Smithfield, Middlesex	Butcher's Cutler ...	High Court of Justice in Bankruptcy	1296 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Berlyn, John (trading as Solomon and Nephew)	20, Commercial-street, White-chapel, London	Butcher ...	High Court of Justice in Bankruptcy	1434 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Bernstein, Morris ...	192, Mile End-road, London, lately residing and trading at 27, Stepney-green, Mile End, in the county of London	Boot and Shoe Manufacturer	High Court of Justice in Bankruptcy	1673 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Birkett, Edward ...	22, Gerald-road, Eaton-square, and 25, Regent-street, both in Middlesex, lately residing at the Grange, Edenbridge, Kent	Esquire ...	High Court of Justice in Bankruptcy	959 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Oct. 17, 1895
Brestauer, Adolph (trading as A. Brestauer and Co.)	31, Leadenhall-buildings, Leadenhall-street, London, and residing at Salisbury House, Christ Church-road, Brondesbury, London, N.W.	Merchant ...	High Court of Justice in Bankruptcy	1191 of 1893	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Oct. 17, 1895
Brewis, Edward ...	16, Basinghall-street, in the city of London, and residing at 158, Stanstead-road, Forest Hill, London	Accountant ...	High Court of Justice in Bankruptcy	358 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Oct. 17, 1895
Bull, Edward ...	100, Columbia-road, Hackney, Middlesex, carrying on business at 43, Columbia-road, Hackney, Middlesex	General and Marine Store Dealer	High Court of Justice in Bankruptcy	725 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Cable, Thomas ...	14, Clarendon-road, Hornsey, Middlesex	Builder and Plumber and Decorator	High Court of Justice in Bankruptcy	729 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Carpenter, James ...	30, Salisbury-row, Rodney-road, Walworth, lately residing and carrying on business at 45, Salisbury-row, Rodney-road, Walworth, both in the county of London	Horsedealer ...	High Court of Justice in Bankruptcy	170 of 1894	George Wreford ...	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 5, 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.
Collingwood, George	26 Romford-road, Forest Gate, Essex	Timber Merchant and Builder	High Court of Justice in Bankruptcy	1358 of 1894	George Wreford	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Cookesley, Edward Murray	22, Stanley-gardens, Kensington, and the Junior United Service Club, Charles-street, both in Middlesex	Late a Captain in Her Majesty's Army	High Court of Justice in Bankruptcy	1101 of 1894	George Wreford	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 6, 1895
Curnow, Henry Edward	82, Bridge-road, Hammersmith, Middlesex	Coal Agent	High Court of Justice in Bankruptcy	1171 of 1893	George Wreford	Bankruptcy - buildings, Carey-street, London, W.C.	Senior Official Receiver	Nov. 4, 1895
Gray, Frederick	144, Northwold-road, Upper Clapton, Middlesex	Tram Car Conductor	High Court of Justice in Bankruptcy	1612 of 1894	H. Brougham	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 6, 1895
Jeremy, Richard	3, East-avenue, Walthamstow, Essex, trading at New Inn-broadway, New Inn-yard, Curtain-road, Middlesex	Timber Merchant	High Court of Justice in Bankruptcy	1397 of 1893	H. Brougham	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Oct. 17, 1895
Kemp, George, jun.	Late of the Marine Palace, Margate, Kent, residing at 16, Marine Drive, Margate aforesaid, present residence and place of abode the Petitioners are unable to ascertain	Licensed Victualler	High Court of Justice in Bankruptcy	1476 of 1888	Joseph Jones	49, Finsbury-pavement, E.C.	Chartered Accountant	Nov. 13, 1895
Sincaid, William	12 and 14, George-street, Croydon, and 51, Clifford-road, Norwood Junction, Surrey, lately carrying on business at 177, Westminster Bridge-road, Surrey	Mantle Salesman	High Court of Justice in Bankruptcy	1614 of 1894	E. Leadam Hough	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 6, 1895
Knight, William Edwin (trading as W. E. Knight and Co.)	9, Foster-lane, Cheapside, in the city of London, and 10, Martaban-road, Stoke Newington, Middlesex	Umbrella and Parasol Manufacturer	High Court of Justice in Bankruptcy	858 of 1894	E. Leadam Hough	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 6, 1895
Larkin, John Patrick Bryne	8, Solon New-road, Clapham, lately residing at 28, Bonham-road, Brixton, both in the county London	Traveller	High Court of Justice in Bankruptcy	835 of 1894	E. Leadam Hough	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 6, 1895
Levy, Abraham	118, Houndsditch, in the city of London, trading at 2, Garrick-street, Covent Garden, London, lately trading in copartnership with Isaac Anidjah Romain, at the London Stone, 109, Cannon-street, in the city of London	Clothier, lately Licensed Victualler	High Court of Justice in Bankruptcy	666 of 1894	E. Leadam Hough	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver	Nov. 6, 1895

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26683.

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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.
Littlewood, William Brodie Gurney (described in the Receiving Order as W. B. Gurney Littlewood)	54, Old Broad-street, in the city of London	Promoter of Public Companies	High Court of Justice in Bankruptcy	810 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Manero, Antonio	Lately residing at Elmswood, Rydens-road, and lately of Weyland's Farm, both in Walton-on-Thames, Surrey, and lately carrying on business at the Palmerston Restaurant, Bishopsgate-street, in the city of London, present residence the Petitioning Creditors are unable to ascertain	Lately Restaurant Keeper	High Court of Justice in Bankruptcy	1121 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Mason, C. T....	Lately of St. James' College, Great Grimsby, Lincolnshire, present residence the Petitioning Creditor is unable to ascertain, but who is domiciled in England	Schoolmaster	High Court of Justice in Bankruptcy	953 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Matthews, Alfred (described in the Receiving Order as A. Matthews)	Late 200, Queen's-road, Dalston, in the county of London, now residing at 14, Fassett-road, Dalston, in the county of London	... ..	High Court of Justice in Bankruptcy	1555 of 1893	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Merriman, G. H.	45, Kensington-square, in the county of London	Banker's Clerk... ..	High Court of Justice in Bankruptcy	1436 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Moncrieff, Olga Stuart ...	189, Cromwell-road, Brompton, Middlesex, late 172, Penywern-road, Earl's Court, Middlesex	Spinster	High Court of Justice in Bankruptcy	1006 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Morse, Frank Alexander ...	Lately 30, Chepstow-place, Bayswater, in the county of London, present residence the Petitioning Creditor is unable to ascertain, but who is domiciled in England	Gentleman	High Court of Justice in Bankruptcy	889 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Morton, Nellie (described in the Receiving Order as Mrs. N. Morton)	119, Warwick-road, Maida Vale, London	Widow	High Court of Justice in Bankruptcy	682 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Mougnard, Eugene.Thierry	11 and 12, Colosseum-terrace, Regent's Park, in the county of London	Private Hotel and Boarding-house Keeper	High Court of Justice in Bankruptcy	712 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 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.
Powell, Orlando ...	20, King Edward-street, Westminster Bridge-road, in the county of London	Composer ...	High Court of Justice in Bankruptcy	917 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Preston, Dawson ...	91 and 93, St. Leonards-street, Bromley-by-Bow, Middlesex	Grocer, Provision Merchant, and Oil and Colour Man	High Court of Justice in Bankruptcy	64 of 1894	E. Leadam Hough ...	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Routledge, Stanley ...	3, Belsize-grove, Middlesex, and carrying on business at Cophall House, in the city of London	Stockbroker ...	High Court of Justice in Bankruptcy	1081 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Sandeman, Julian Frederick	Lately carrying on business on the Stock Exchange, London, but whose present address is unknown	... ..	High Court of Justice in Bankruptcy	564 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Sauvé, Auguste ...	76, Turnmill-street, in the city of London	Engraver ...	High Court of Justice in Bankruptcy	1186 of 1894	Benjamin Thomas Norton	9, Old Jewry-chambers, London, E.C.	Chartered Accountant	Oct. 29, 1895
Sherson, Lady Anne	32, Cambridge-avenue, Kilburn, Middlesex	Widow ...	High Court of Justice in Bankruptcy	1022 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Spencer, William James	165, Gray's-inn-road, London, carrying on business at 167, Gray's-inn-road aforesaid	Optician ...	High Court of Justice in Bankruptcy	1347 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Thomson, John Freeman	3, Markham-square, Chelsea, Middlesex, lately carrying on business at 44, Hans-road, Chelsea aforesaid	Lately Builder, now out of business	High Court of Justice in Bankruptcy	385 of 1894	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Westwood, George Matthew	8 and 10, Bell-street, Edgware-road, London	Mineral Water Manufacturer, and General Dealer	High Court of Justice in Bankruptcy	62 of 1893	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Whitty, Henry ...	57, Manbey-grove, Stratford, Essex	Builder ...	High Court of Justice in Bankruptcy	765 of 1892	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Woolf, Israel ...	32, Spital-street, Mile End New Town, London	Sponge Hawker	High Court of Justice in Bankruptcy	172 of 1892	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Wright, Andrina, Jemima	87, Kyverdale-road, Stoke Newington, in the county of London	Widow ...	High Court of Justice in Bankruptcy	460 of 1894	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.
Wright, Thomas Lawrence	66, Old Broad-street, in the city of London	Stockbroker	High Court of Justice in Bankruptcy	495 of 1894	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Yeates, Henry George	The Stewart Arms, Norland-road, Notting Hill, Middlesex	Licensed Victualler ...	High Court of Justice in Bankruptcy	77 of 1894	Alfred Henry Wildy	Bankruptcy - buildings, Carey-street, London, W.C.	Official Receiver ...	Nov. 6, 1895
Franklin, Percy (Deceased)	Lane End, Great Marlow, Buckinghamshire	Grocer	Aylesbury	12 of 1893	George Mallam	1, St. Aldate's, Oxford	Late Official Receiver	Oct. 16, 1895
George, John Thomas, and Thorne, Thomas	Both of Chesham Bois, Buckinghamshire	Wooden Ware Manufacturers	Aylesbury	3 of 1893	George Mallam	1, St. Aldate's, Oxford	Late Official Receiver	Oct. 16, 1895
Unitt, Thomas, and Savage, Frederick (trading as Unitt and Savage)	4, Bath-terrace, Banbury 14, Broughton-road, Banbury	Builders and Contractors	Banbury	3 of 1894	George Mallam	1, St. Aldate's, Oxford	Late Official Receiver	Oct. 16, 1895
Heddon, Henry	Borough, Bridgerule West, Cornwall	Farmer and Butcher ...	Barnstaple	22 of 1892	George Philpott	5B, Hammet - street, Taunton	Official Receiver ...	Sept. 26, 1895
Jenkins, Nicholas	Barnstaple, Devonshire	Travelling Draper and Tea Dealer	Barnstaple	12 of 1884	George Philpott	5B, Hammet - street, Taunton	Official Receiver ...	Oct. 17, 1895
White, William James	1, Polebarn-road, Trowbridge, Wiltshire	Builder and Contractor	Bath	18 of 1893	Edward Gustavus Clarke	Bank-chambers, Corn-street, Bristol	Official Receiver ...	Oct. 12, 1895
Parker, George Willcox	The Ashburnham Hotel, Ashburnham-road, Bedford, Bedfordshire	Hotel Keeper	Bedford	19 of 1894	Alfred Ewen	St. Paul's-square, Bedford	Official Receiver ...	Oct. 17, 1895
Woodcock, George	Coach and Horses Inn, St. Paul's-square, Bedford	Licensed Victualler ...	Bedford	12 of 1894	Alfred Ewen	St. Paul's-square, Bedford	Official Receiver ...	Oct. 17, 1895
Jones, Henry Brough	Borough - place, Borough - road and 223, Borough-road, both in Birkenhead, Cheshire	Cart Owner and Coal Dealer, formerly Building Material Merchant	Birkenhead	7 of 1894	Frederick Gittins	35, Victoria - street, Liverpool	Official Receiver ...	Oct. 15, 1895
Lewis, Thomas Sidney	180, Brighton-street, Seacombe, Cheshire	Grocer	Birkenhead	9 of 1894	Frederick Gittins	35, Victoria - street, Liverpool	Official Receiver ...	Oct. 15, 1895
Barnes, William Henry	20, Parade, in the city of Birmingham	Shirtmaker	Birmingham	26 of 1894	Luke Jesson Sharp	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895

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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.
Blackham, Joseph Henry...	322, Heath-street, in the city of Birmingham, lately residing at Spring-gardens, Winson-street, Birmingham Heath, in the city of Birmingham	Builder and Contractor	Birmingham	... 14 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895
Guilding, William ...	27, Longmore-street, in the city of Birmingham, Warwickshire	Hosier and Outfitter ...	Birmingham	... 85 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895
Jackson, Benjamin Rock ...	44 and 46, Spencer-street, Birmingham, Warwickshire	Bellfounder ...	Birmingham	... 87 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895
Middleton, James ...	1, Whittall-street, in the city of Birmingham, and residing at Middleton-place, 271, Aston-lane, Perry Barr, Staffordshire	Gunmaker ...	Birmingham	... 88 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895
Painter, William ...	25, Lee-crescent, Ryland-road, in the parish of Edgbaston, in the city of Birmingham, Warwickshire	Formerly Detective Inspector, now out of business	Birmingham	... 19 of 1894	Luke Jesson Sharp...	23, Colmore-row, Birmingham	Official Receiver ...	Oct. 12, 1895
Dunning, Thomas Hargreaves, and Callier, Albert Charles (trading as T. H. Dunning and Co.) ...	99, Bradshawgate, Bolton, Lancashire, lately 5, Ashburner-street, Bolton, and 4, Bridgewater-street, Farnworth, Lancashire	Painters and Decorators	Bolton	... 47 of 1894	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Oct. 12, 1895
Fleming, Robert ...	Residing in lodgings at 20, Shepherd Cross-street, Bolton, Lancashire	Carter ...	Bolton	... 12 of 1895	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Oct. 12, 1895
Olive, John (trading as John Olive and Co.)	Springside Waggon Works, Sumnerseat, Lancashire	Waggon Builder and Repairer	Bolton	... 45 of 1893	Thomas H. Winder...	16, Wood-street, Bolton...	Official Receiver ...	Oct. 12, 1895
Ellison, Percival (trading as Ellison Brothers)	75, Bolton-road, Silsden, in the parish of Kildwick, Yorkshire, and trading at Airedale Shed, Silsden aforesaid	Cotton Manufacturer...	Bradford	... 70 of 1894	J. Arthur Binns ...	31, Manor-row, Bradford	Official Receiver ...	Oct. 12, 1895
Barton, Frank George, and Barton, William Arthur (trading as Barton Brothers) ...	49, Eastover, Bridgwater, Somersetshire, also lately having a branch business at 59, Bridge-street, Taunton, Somersetshire	Cycle Agents and Repairers	Bridgwater	... 10 of 1894	William Henry Tamlyn	Bridgwater ...	Auctioneer ...	Oct. 29, 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.
Dart, Thomas	Formerly of Huntspill, Somersetshire, but now of Puriton, in the same county	Baker and General-shop Keeper	Bridgwater	7 of 1893	George Philpott	5B, Hammet - street, Taunton	Official Receiver	Oct. 17, 1895
Baras, Samuel Henry	48, Park-row, in the city of Bristol, formerly 13, Lower-arcade, in the city of Bristol, and 12, Gelle-terrace, Tonypany, Glamorgan-shire	Dealer in Photo-graphic Apparatus Materials and Fancy Goods	Bristol	29 of 1894	Edward Gustavus Clarke	Bank - chambers, Corn-street, Bristol	Official Receiver	Oct. 12, 1895
Sale, Alexander	58, Cattybrook - street, Russell Town, St. George, Gloucester-shire, lately residing at 10, New Bread-street, St. Philip's, and trading at 2, Midland-road, St. Philip's, both in the city of Bristol	Journeyman Clog-maker, lately Clog-maker	Bristol	95 of 1894	Edward Gustavus Clarke	Bank - chambers, Corn-street, Bristol	Official Receiver	Oct. 12, 1895
Pavier, John	5, Zion-place and 14, Cliff-ter-race, Margate, Kent	Confectioner	Canterbury	26 of 1893	Worsford Mowll	73, Castle-street, Canter-bury	Official Receiver	Oct. 14, 1895
Weeks, Thomas	Egerton, Kent	Labourer and Butcher	Canterbury	55 of 1894	Worsford Mowll	73, Castle-street, Canter-bury	Official Receiver	Oct. 14, 1895
Hetherington, Robert Brown	Laughing-stock Inn, Crosby-on-Eden, near Carlisle	Innkeeper	Carlisle	2 of 1895	John Errington	29, Lowther - street, Carlisle	Official Receiver	Oct. 14, 1895
Nichol, Robert	Residing at Holmgate, Warwick, near the city of Carlisle, lately trading at the Agricultural Hall, Botchergate, in the city of Carlisle	Hay and Straw Dealer	Carlisle	26 of 1894	John Errington	29, Lowther - street, Carlisle	Official Receiver	Oct. 14, 1895
Jenkins, David, and Jenkins, Thomas (trading as D. and T. Jenkins)...	Myrtle House, Napier-street Grange House, Cardigan	Builders, Contractors, and Monumental Marble Masons	Carmarthen	8 of 1894	Thomas Thomas	11, Quay-street, Car-marthen	Official Receiver	Oct. 14, 1895
Gillett, William Henry	South-avenue, Sutton-road, South-end, Essex, lately residing at 9, Grove-terrace, Church End, Finchley, Middlesex, and after-wards at Ardleigh Villa, Kil-worth-avenue. Southend afore-said	Builder	Chelmsford	29 of 1894	Cecil Mercer	Office of Official Re-ceiver, 95, Temple-chambers, Temple-avenue, E.C.	Official Receiver	Oct. 17, 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.
Gardner, Mark ...	Bourton-on-the-Water, Gloucestershire	Late Beerhouse Keeper, now an Ostler	Cheltenham ...	9 of 1895	Charles Scott ...	15, King-street, Gloucester	Official Receiver ...	Oct. 14, 1895
New, Thomas ...	Lower Coscomb Farm, Stanway, Gloucestershire	Farmer ...	Cheltenham ...	2 of 1895	Charles Scott ...	15, King-street, Gloucester	Official Receiver ...	Oct. 14, 1895
Brooke, Thomas Candler ...	Walton-on-the-Naze, Essex ...	Fancy Goods Dealer, Stationer, and Photographer	Colchester ...	23 of 1894	Frederick Messent...	36, Princes-street, Ipswich	Official Receiver ...	Oct. 18, 1895
Palmer, William Hayward	Alexandra House, Butt-road, Colchester, Essex	Boot and Shoe Maker	Colchester ...	8 of 1895	Frederick Messent...	36, Princes-street, Ipswich	Official Receiver ...	Oct. 17, 1895
Stevens, Charles E. ...	Empress Public-house, Thoday-street, Mill-road, Cambridge, and lately residing and trading at Godstone, Surrey	Licensed Victualler ...	Croydon ...	42 of 1893	A. Mackintosh ...	24, Railway-approach, London, S.E.	Official Receiver ...	Oct. 17, 1895
Bardill, Draper Welch ...	21, Rose Hill-street, Derby, Derbyshire	Late Director of a Limited Company	Derby ...	28 of 1894	John Smith ...	St. James's-chambers, Derby	Official Receiver ...	Oct. 14, 1895
Harvey, James ...	195, High-street, Dudley, Worcestershire, the Hope Inn, Dudley aforesaid, 71, Smallbrook-street, Birmingham, Warwickshire, Regent-street, Cheltenham, Gloucestershire, London-street, Derby, Derbyshire, the Brewery Vaults, Market-street, Wolverhampton, Staffordshire, the Oyster Bar, Snow-hill, Wolverhampton, Staffordshire, Bridge-street, Walsall, Staffordshire, Victoria-street, Douglas, and Derby Castle, Douglas, Isle of Man	Oyster Merchant and Licensed Victualler	Dudley ...	10 of 1893	Edward Percy Jobson	Dudley ...	Official Receiver ...	Oct. 14, 1895
Meller, Ann... ...	Waggon and Horses Inn, Dudley-road, Tipton, Staffordshire	Licensed Victualler and Saddler	Dudley ...	25 of 1894	Edward Percy Jobson	Dudley ...	Official Receiver ...	Oct. 14, 1895
Whitehouse, Henry ...	Vine Inn, Whiteheath, Dudley, Worcestershire	Licensed Victualler ...	Dudley ...	2 of 1895	Edward Percy Jobson	Dudley ...	Official Receiver ...	Sept. 25, 1895
Thrasher, Job ...	99, the Butts, Frome, Somersetshire	Carpenter and Undertaker	Frome ...	1 of 1894	Edward Gustavus Clarke	Bank-chambers, Cornstreet, Bristol	Official Receiver ...	Oct. 12, 1895
Burford, Dennis ...	Hartpur, Gloucestershire ...	Horse Dealer ...	Gloucester ...	31 of 1894	Charles Scott ...	15, King-street, Gloucester	Official Receiver ...	Oct. 14, 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.
Howe, William John ...	25, Grafton-street, New Clea, in the borough of Grimsby, Lincolnshire	Smackowner	Great Grimsby ...	25 of 1894	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Oct. 15, 1895
Dungay, John	Camberley, Surrey	Builder	Guildford and Godalming	13 of 1892	Alexander Mackintosh	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Oct. 17, 1895
Booth, Joe	Briggate, Brighouse, Yorkshire ...	Ironfounder and Kitchen Range Manufacturer	Halifax	28 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Oct. 14, 1895
Jagger, Hannah	Wharf-street, Sowerby Bridge, and Silver-street, Halifax, both in Yorkshire	Confectioner, Widow...	Halifax	30 of 1894	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Oct. 14, 1895
Musther, Thomas	25, Ripon-terrace, Akroydon, Halifax, Yorkshire	Insurance Inspector ...	Halifax	6 of 1895	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Oct. 14, 1895
Pickles, Benjamin	10, Hope-street, Halifax, Yorkshire	Overlooker	Halifax	9 of 1895	Thomas England ...	Townhall - chambers, Halifax	Official Receiver ...	Oct. 14, 1895
Robinson, William	21, High-street, Hanley, Staffordshire	General Draper	Hanley, Burslem, and Tunstall	6 of 1894	T. Bullock	King-street, Newcastle-under-Lyme	Official Receiver ...	Oct. 16, 1895
Charles, Ernest Degge	47, High-street, Stourport, Worcestershire	Ironmonger	Kidderminster ...	7 of 1894	Edward Percy Jobson	Dudley	Official Receiver ...	Oct. 14, 1895
Clarke, George Walter	Orchard House Farm, Wiggshall St. Mary Magdalen, Norfolk	Farmer	King's Lynn	17 of 1894	H. P. Gould	8, King-street, Norwich	Official Receiver ...	Oct. 16, 1895
Dinsdale, William	Trading at 3, Brunswick-arcade, Beverley-road, 37, West-parade, Spring Bank, and 90½, West-parade, Spring Bank, and residing at 26, Wellington-lane, all in the borough of Kingston-upon-Hull	Furniture Dealer and Cycle Agent	Kingston-upon-Hull	25 of 1892	Arthur Stewart Maples	Trinity House-lane, Hull	Official Receiver ...	Oct. 15, 1895
Firth, Samuel	Lately residing and trading at Main-street, Carlton, Yorkshire, now residing in lodgings at 33, Butcher-lane, Rothwell, near Leeds	Late Sausage Maker, now out of business	Leeds	48 of 1895	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 15, 1895
Hirst, Thomas	1, Chapel-town-road, in the city of Leeds	Hay, Straw, and Horse Corn Dealer	Leeds	110 of 1893	John Bowling ...	22, Park-row, Leeds ...	Official Receiver ...	Oct. 15, 1895

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Master.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Hodgson, Henry	22, Cedar-road, Carr Crofts, Armley, near Leeds, Yorkshire, lately residing at 1, Cricketers-place, Wesley-road, Armley aforesaid, and carrying on business at Church-road, Armley aforesaid	Photographer	Leeds	11 of 1895	John Bowling	22, Park-row, Leeds	Official Receiver	Oct. 15, 1895
Wilson, Arthur	The Gordon Inn, Meadow-road, Leeds, Yorkshire	Beerseller	Leeds	121 of 1894	John Bowling	22, Park-row, Leeds	Official Receiver	Oct. 15, 1895
Buffey, Joseph	85, Maynard-road, Leicester	Boot Dealer	Leicester	73 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Cuer, Thomas	28½, Castle-street, Hinckley, Leicestershire	Fruit Merchant and Confectioner	Leicester	82 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Jephcote, William	4, Lexham-street, Belgrave							
Jephcote, John, and Dickson, John Thomas	Coral-street, Belgrave							
(trading as W. and J. Jephcote and Co.)	36, Overton-road, New Humberstone							
	4, Lexham-street, Belgrave, all in Leicester	Boot and Shoe Manufacturers	Leicester	63 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Matthews, Walter John Watts	80, Bakewell-street, late of 75, Cecil-road, both in Leicester, and formerly of 15, Grafton-road, Bedford	Out of business, late Fruiterer and Greengrocer	Leicester	3 of 1895	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Noble, Charles (trading as C. Noble and Co.)	58, Upper Conduit-street, Leicester	Confectioner	Leicester	45 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Silcock, Herbert	14, Bakewell-street, and lately residing at 3, East Park-road, and trading at 11, Market-street, all in Leicester	Glass Dealer	Leicester	91 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Walker, Edward Joshua	Cossington, Leicestershire	Gentleman	Leicester	10 of 1894	J. G. Burgess	1, Berridge-street, Leicester	Official Receiver	Oct. 15, 1895
Barratt, William	Kexby, Lincolnshire, formerly trading at Morton, near Gainsborough, Lincolnshire	Grocer, late Roper	Lincoln	24 of 1894	R. J. Ward	31, Silver-street, Lincoln	Official Receiver	Oct. 14, 1895
Carvill, William	Trading at 47, Denison-street, and 9, Roberts-street, both in the city of Liverpool, and residing at 9, Roberts-street, Liverpool	Grocer, Provision Dealer, and Hotel Keeper	Liverpool	19 of 1894	Frederick Gittins	35, Victoria-street, Liverpool	Official Receiver	Oct. 15, 1895

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 26683.

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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.
Collinge, Joseph ...	Residing at 26, Walnut-street, Southport, Lancashire, and trading at 26A, Everton-road, Birkdale, Lancashire	Plumber ...	Liverpool ...	82 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Oct. 15, 1895
Davies, John ...	Residing at 182, Windsor-street, and trading at 182, Windsor-street, and 213, Mill-street, both in the city of Liverpool	Butcher ...	Liverpool ...	81 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Oct. 15, 1895
Giles, George Edward ...	40, North John-street and 7, Wellesley-terrace, Prince's Park, both in Liverpool	Solicitor ...	Liverpool ...	69 of 1884	William Crossman Spencer	Central - buildings, 41, North John-street, Liverpool	Chartered Accountant	Oct. 29, 1895
Henshaw, George Bryan ...	Who for the greater part of the past six months has resided at 14, Staplands-road, Broadgreen, Lancashire, and who now resides at 5, Queen's-road, Rock Ferry, Cheshire	Book-keeper ...	Liverpool ...	69 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Oct. 15, 1895
Wade, Robert (trading as Robert Wade and Co.)	3, Lancelot's Hey, in the city of Liverpool, and residing at 11, Bridgecroft-road, Withen's-lane, Liscard, Cheshire, and lately trading as aforesaid at 18A, Chapel-street, in the city of Liverpool	Stationer ...	Liverpool ...	7 of 1894	Frederick Gittins ...	35, Victoria-street, Liverpool	Official Receiver ...	Oct. 15, 1895
Brown, Annie ...	Common Side Farm, Hurdsfield, near Macclesfield, Cheshire	Widow ...	Macclesfield...	6 of 1894	Arthur C. Procter ...	23, King Edward-street, Macclesfield	Official Receiver ...	Oct. 16, 1895
Jones, William ...	Duke of York Inn, Oakengates, Salop	Licensed Victualler ...	Madeley ...	4 of 1892	Thomas Bullock ...	Talbot-chambers, Shrewsbury	Official Receiver ...	Oct. 16, 1895
Kelly, Joseph Patrick ...	13, Listley - street, Bridgnorth, Salop	Bootmaker and Haberdasher	Madeley ...	3 of 1893	Thomas Bullock ...	Talbot-chambers, Shrewsbury	Official Receiver ...	Oct. 16, 1895
Aldcroft, James ...	Sugar - lanc, Timperley, near Altrincham, Cheshire	Market Gardener ...	Manchester ...	23 of 1895	Christopher Jenkins Dibb	Ogden's - chambers, Bridge - street, Manchester	Official Receiver ...	Oct. 16, 1895
Meinhardt, Moritz ...	37, Cheetham Hill-road, in the city of Manchester, trading at the above address, and formerly also at 31, New Brown-street, Manchester	Picture Dealer...	Manchester ...	67 of 1894	Christopher Jenkins Dibb	Ogden's - chambers, Bridge - street, Manchester	Official Receiver ...	Oct. 16, 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.
Evans, Edward	Paris House, High-street, Bargoed, in the parish of Gelligaer, Glamorganshire	Draper	Merthyr Tydfil ...	24 of 1893	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver ...	Oct. 16, 1895
Fairless, George	270, Railway-street, Leadgate, county of Durham	Blacksmith	Newcastle-on-Tyne	27 of 1894	John Grant Gibson	Pink-lane, Newcastle-on-Tyne	Official Receiver ...	Oct. 16, 1895
Mackie, Alexander Mackay	Residing at 115, South Palmerton-street, South Shields, and trading at 48, Hudson-street, Tyne Dock, both in the county of Durham	Watchmaker	Newcastle-on-Tyne	53 of 1894	John Grant Gibson	Pink-lane, Newcastle-on-Tyne	Official Receiver ...	Oct. 16, 1895
Rowley, Charles	Residing at 56, Roxburgh-terrace, Sheriff Hill, Gateshead, county of Durham, and trading at 24, High West-street, Gateshead-aforesaid	Glass and China Merchant	Newcastle-on-Tyne	43 of 1894	John Grant Gibson	Pink-lane, Newcastle-on-Tyne	Official Receiver ...	Oct. 16, 1895
Turnbull, Arthur	Residing at 25, Front-street, Tynemouth, Northumberland	Public-house Manager, late Tailor	Newcastle-on-Tyne	62 of 1894	John Grant Gibson	Pink-lane, Newcastle-on-Tyne	Official Receiver ...	Oct. 16, 1895
Woods, Samuel	18, High-street, Ryde, Isle of Wight	China Merchant and Dealer in Earthenware	Newport and Ryde	11 of 1893	Harry Castell Damant	19, Quay-street, Newport, Isle of Wight	Official Receiver ...	Oct. 16, 1895
Park, John	Boston Farm, Downholme, near Richmond, Yorkshire	Farmer	Northallerton ...	2 of 1895	John Richard Stubbs	8, Albert-road, Middlesborough	Official Receiver ...	Oct. 16, 1895
Anchor, William Albert ...	High-street, Stony Stratford, Buckinghamshire	Clothier	Northampton ...	22 of 1894	Alfred Ewen ...	St. Paul's-square, Bedford	Official Receiver ...	Oct. 17, 1895
Hawthorn, Joseph	Wellington-street, Kettering, Northamptonshire	Sewing Machine Agent	Northampton ...	15 of 1894	Alfred Ewen ...	St. Paul's-square, Bedford	Official Receiver ...	Oct. 17, 1895
Firmin, George Jacob	23, Bishop Bridge-road, in the city of Norwich	Cab Proprietor ...	Norwich	9 of 1894	H. P. Gould	8, King-street, Norwich	Official Receiver ...	Oct. 16, 1895
Lake, Henry	Binham, Norfolk	Farmer	Norwich	24 of 1894	H. P. Gould	8, King-street, Norwich	Official Receiver ...	Oct. 16, 1895
Swift, Herbert	89, Portland-road, lately residing and trading at 1, Brickyard-road, Butler's Hill, both in Hucknall Torkard, Nottinghamshire	Baker and Confectioner	Nottingham	54 of 1894	Henry Roby Thorpe	St. Peter's Church-walk, Nottingham	Official Receiver ...	Oct. 16, 1895
Schofield, James	23, Knowl-street, Hollinwood, Lancashire	Commission Agent ...	Oldham	21 of 1894	Hesketh Booth ...	Bank-chambers, Queen-street, Oldham	Official Receiver ...	Oct. 16, 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.
Morris, James	Clarbeston-road, Pembrokeshire...	Tailor	Pembroke Dock	11 of 1894	Thomas Thomas	11, Quay-street, Carmarthen	Official Receiver	Oct. 14, 1895
Jones, Rees	72, Llewellyn-street, Pentre, Glamorganshire	Tailor	Pontypridd	67 of 1893	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver	Oct. 16, 1895
Lewis, Elvira	4, Laurel-cottage, Clydach Vale, Glamorganshire	Builder	Pontypridd	35 of 1894	William Daniel Lewes	65, High-street, Merthyr Tydfil	Official Receiver	Oct. 16, 1895
Edwards, Robert	Market-square, Penrhyndeudraeth, Merionethshire	Painter and Butcher	Portmadoc and Blaenau Festiniog	17 of 1894	Llewelyn Hugh Jones	Crypt-chambers, Chester	Official Receiver	Oct. 14, 1895
Ellis, Sarah (formerly Rowlands)	Liverpool House, Rhiwbrydir, Blaenau Festiniog, Merionethshire	Grocer, Wife of Robert Ellis, carrying on business separate and apart from her Husband	Portmadoc and Blaenau Festiniog	8 of 1891	Llewelyn Hugh Jones	Crypt-chambers, Chester	Official Receiver	Oct. 14, 1895
Kneebone, Charles	Bettws-y-coed, Carnarvonshire	Proprietor of Lead Mines	Portmadoc and Blaenau Festiniog	9 of 1893	Llewelyn Hugh Jones	Crypt-chambers, Chester	Official Receiver	Oct. 14, 1895
Francis, William	35, Marmion - road, Southsea, Hampshire	Outfitter	Portsmouth	35 of 1892	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver	Sept. 26, 1895
Sibson, Thomas William (trading as T. W. Sibson and Son)	45, Kingston-road, Landport, and 97, New-road, Buckland, both in Hampshire	Tailor and Outfitter	Portsmouth	22 of 1894	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver	Oct. 17, 1895
Wills, Thomas Pratt	40, Lion-terrace, Portsea, Hampshire	Late Secretary of the Portsea Island Building Society	Portsmouth	9 of 1892	John Cornelius Moberly	Cambridge Junction, High-street, Portsmouth	Official Receiver	Oct. 17, 1895
White, John Francis	Late 31, Gale-road, Littleborough, formerly 91, South-street, Rochdale, and lately trading at the Saponia Oil Works at Sladen, Littleborough, all in Lancashire	Oil Merchant	Rochdale	21 of 1894	Hesketh Booth	Bank-chambers, Queen-street, Oldham	Official Receiver	Oct. 16, 1895
Duagworth, John William	Queen Adelaide Hotel, Bramall-lane, in the city of Sheffield	Licensed Victualler	Sheffield	73 of 1894	William Johnson Clegg	Figtree-lane, Sheffield	Late Official Receiver	Oct. 17, 1895
Higgins, Fred	Lately residing and trading at 118 and 120, St. Sepulchre-gate, Doncaster, Yorkshire, now residing at 34, Stewart-street, and trading at St. Thomas-street, both in Doncaster aforesaid	Confectioner	Sheffield	13 of 1895	William Johnson Clegg	Figtree-lane, Sheffield	Late Official Receiver	Oct. 17, 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.
NOTICES OF RELEASES OF LIQUIDATORS.**

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Liquidator's Name.	Liquidator's Address.	Date of Release.
The Medical Battery Company Limited ...	52, Oxford-street, London, W.	High Court of Justice	00298 of 1893	Charles John Stewart, Senior Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, W.C.	Nov. 21, 1895
The Westminster Improvement Commissioners	28, Great George-street, S.W.	High Court of Justice	89 of 1891	Charles John Stewart, Senior Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, W.C.	Nov. 21, 1895
Denny and Company Limited	Upper North-street, Leeds	Leeds	2 of 1893	John Bowling, Official Receiver and Liquidator	22, Park-row, Leeds	Nov. 21, 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 in Bankruptcy.
In the Matter of a Bankruptcy Notice dated the 9th
day of November 1895.

To Arthur J. Young lately residing at the Albion Hotel
Freshwater Bay in the Isle of Wight Gentleman whose
present residence the Judgment Creditor is unable to
ascertain but who is domiciled in England.

TAKE notice, that a Bankruptcy Notice has been
issued against you in this Court at the instance
of Walter Hubbard of Norfolk House 15 Claremont
Hastings in the county of Sussex and the Court has
ordered that the publication of this Notice in the London
Gazette and in the Daily Telegraph newspapers and the
sending of a sealed copy of the above-mentioned Bank-
ruptcy Notice together with a sealed copy of the Order
by registered post addressed to the said Arthur J. Young
at Princess Hotel Villiers-street in the county of London
and the like sealed copies addressed to Mr. Bradley of
Gracechurch-street in the city of London Solicitor shall
be deemed to be service of the Bankruptcy Notice upon
you. The Bankruptcy Notice can be inspected by you
on application at this Court.—Dated 20th day of Novem-
ber 1895. JAMES R. BROUGHAM Registrar.

In the High Court of Justice in Bankruptcy.
In the Matter of a Bankruptcy Petition filed the 24th
day of October 1895.

To Joseph Milton Wellings formerly of 24 Harley-road
Hampstead.

TAKE notice, that a Bankruptcy Petition has been
presented against you to this Court by Cohen and
Lipson of 11A Hart-street in the county of London and
the Court has ordered that the publication of this Notice

in the London Gazette and in the Daily Telegraph
newspapers, shall be deemed to be service of the Petition
upon you; and further take notice that the said Petition
will be heard at this Court on the 19th day of December
1895, at eleven o'clock in the forenoon, on which day
you are required to appear, and if you do not appear the
Court may make a Receiving Order against you in your
absence. The Petition can be inspected by you on
application at this Court.—Dated 19th day of November
1895. H. S. GIFFARD Registrar.

THE estates of Charles Franz Beckedorff, Hotel
Keeper, Royal Hotel Tobermory were sequestrated
on 20th day of November 1895 by the Court of Session.
The first deliverance is dated 20th November 1895.
The meeting to elect the Trustee and Commissioners is
to be held on Friday the 29th day of November 1895 at
eleven o'clock forenoon within the Faculty Hall, Saint
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 20th
day of March 1896.

The sequestration has been remitted to the Sheriff of
the county of Lanark at Glasgow.

All future advertisements relating to this sequestra-
tion will be published in the Edinburgh Gazette alone.
DUNCAN SMITH and MACLAREN Agents
62 Frederick-street, Edinburgh.

*NOTICE.—All Notices and Advertisements are published in the London
Gazette at the risk of the Advertiser.*

Scale of Charges for Advertisements, which must be received before 2 o'clock on the day previous to publication.

Bankruptcy Notices (except as below), 5s.

Notices under Bankruptcy (Discharge and Closure) Act, 1887, not already bearing a 10s. stamp, 10s.

Companies Winding-up Notices under compulsory powers of Court, 5s.

Notices under the County Courts Equitable Jurisdiction Act, 1865, when received from the Registrar of County
Court Judgments, 10s.

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Above 10 lines and not exceeding 15 lines, 10s. 6d. Above 15 lines and not exceeding 20 lines, 14s. 6d. Above
20 lines and not exceeding 25 lines, 17s. 6d. Above 25 lines and not exceeding 30 lines, £1 0s. 6d. For Advertisements
of more than 30 lines all above 30 lines will be charged for at the rate of 5s. for every 5 lines or under.

Friendly Societies Notices, 5s.

Notices of Applications to Parliament, either by the number of words as below, or by the number of lines as
appearing in the type of the Gazette, as follows:—If not exceeding 10 lines of printed matter, 10s. For each
additional 5 lines or under, 5s.

All other Advertisements according to the number of words they actually contain:—Not exceeding 100 words, 10s.,
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Postage Stamps may be used in payment of the above fees in lieu of Gazette Stamps, provided no Postage
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*All Letters must be Post-paid, and all communications on the business of the London Gazette
to be addressed to the Office, 47, St. Martin's Lane, London, W. C.*

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