



The London Gazette.

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FRIDAY, NOVEMBER 27, 1896.

Foreign Office, November 20, 1896.

THE Queen has been pleased to approve of the Cavaliere Vittorio Bienenfeld as Consul of Italy at Aden; of Mr. H. L. Chipman as Consul of Austria-Hungary at Halifax (Nova Scotia); of Mr. Emile Victorian Piat as Consul of France at Zanzibar; of Mr. Archibald Claud Dunlop as Consul of Bolivia at Southampton; of Mr. Walter Beer as Consul of Paraguay at Manchester; and of Mr. Andres Bozano as Consul of Nicaragua at Gibraltar.

War Office, November 6, 1896.

THE Queen has been pleased to issue a new Commission of Lieutenancy for the City of London, constituting and appointing the several persons undermentioned to be Her Majesty's Lieutenants within the said City, viz.:—The Right Honourable Sir Walter Henry Wilkin, Knt., Lord Mayor of the city of London, and the Lord Mayor of the said city for the time being; Sir William Lawrence, Knt., Sir James Clarke Lawrence, Sir John Whittaker Ellis, Barts., Sir Henry Edmund Knight, Knt., Colonel Sir Reginald Hanson, Sir Joseph Savory, Barts., Sir David Evans, K.C.M.G., Sir Stuart Knill, Sir George Robert Tyler, Sir Joseph Renals, Barts., Aldermen of the city of London; the Right Honourable Sir Charles Hall, K.C.M.G., Q.C., Recorder of the city of London, and the Recorder of the said city for the time being; George Faudel Faudel-Phillips, Esq., Lieutenant-Colonel Horatio David Davies, Sir John Voce Moore, Knt., Alfred James Newton, Frank Green, Esqrs., Sir Joseph Cockfield Dimsdale, Knt., Marcus Samuel, James Thompson Ritchie, John Pound, Walter Vaughan Morgan, William Purdie Treloar, John Charles Bell, George Wyatt Truscott, Frederick Prat Alliston, Richard Clarence Halse, Esqrs., Aldermen of the city of London, and the Aldermen of the said city for the time being; Sir William James Richmond Cotton, Knt., Chamberlain of the city of London, and the Chamberlain of the said city for the time being; Sir John Braddick Monckton, Knt., Town Clerk of the city of London, and the Town Clerk of the said city for the time being; Sir Forrest Fulton, Knt., Q.C., Common Serjeant of the city of London, and the Common Serjeant of the said city for the time being; Samuel Elliott Atkins, George Pepler, James Edmeston, Frederick Cox, John Thomas Bedford, Edward Eyre Ashby, John Edward Walford, James Harvey, James Norris

Pimm, Whinfield Hora, James Wallinger Goodinge, James George White, Frederick Dadswell, William Thornburgh Brown, Joseph Snowden, George Harris Haywood, William Creasey, Robert Hargreaves Rogers, Robert Parker Taylor, Andrew Bowring, Henry Hodsoll Heath, James Lewis Dowling, John Greenwood, John Bertram, William Charles Simmons, Pearse Morrison, John Last Sayer, George Noah Johnson, Gabriel Lindo, Henry Hewitt Bridgman, Esqrs., Deputies of the city of London, and the Deputies of the said city for the time being; Sir Sydney Hedley Waterlow, Bart., James Ebenezer Saunders, Esq., Sir Henry Aaron Isaacs, Sir Polydore De Keyser, Knts., Lieutenant-Colonel Phineas Cowan, Sir Andrew Lusk, Sir James Whitehead, Barts., formerly Aldermen of the city of London; William George Barnes, Esq., Sir John Bennett, Knt., William Cave Fowler, George Sims, Robert William Scobell, George Fisher, Esqrs., formerly Deputies of the city of London; James Pattison Currie, Benjamin Buck Greene, Henry Riversdale Grenfell, Esqrs., Henry Hucks, Lord Aldenham, John Saunders Gilliat, Charles Hermann Goschen, Edward Howley Palmer, Esqrs.; Sir Mark Wilks Collet, Bart.; Albert George Sandeman, Hugh Colin Smith, John William Birch, Esqrs.; the Right Honourable William Lidderdale; David Powell, Herbert Brooks, Everard Alexander Hambro, Samuel Steuart Gladstone, Augustus Prevost, Samuel Hope Morley, Charles George Arbuthnot, Henry Cosmo Orme Bonsor, William Middleton Campbell, Alexander Falconer Wallace, Esqrs.; Evelyn Hubbard, Esq., commonly called the Honourable Evelyn Hubbard, Edgar Lubbock, Frederick Huth Jackson, Reginald Eden Johnston, Alfred Clayton Cole, Walter Cunliffe, Robert Lydston Newman, Henry Jeffreys Bushby, William Hughes-Hughes, Cornelius Lea Wilson, John Masterman, Frederick Mildred, William Fowler Mountford Copeland, Bonamy Dobree, Henry Wollaston Blake, William Henry Challis, Alfred Wilberforce Challis, Edward Masterman, John Francis Moon, Stephen William Silver, John William Carter, Esqrs.; Lieutenant-Colonel Travers Barton Wire, Sir Joseph Sebag-Montefiore, Knt., James Duke Hill, Esq.; the Right Honourable George Joachim Goschen; Sir Henry Doulton, Knt.; Nathaniel Meyer, Lord Rothschild; Lieutenant-Colonel John Rose Holden Rose, Charles John Todd, Hugh Mackaye Matheson, Francis Augustus Bevan,

Henry Alers Hankey, Robert Malcolm Kerr, Thomas Gabriel, Percy Shawe Smith, Alfred Charles de Rothschild, Esqrs., Lieutenant-Colonel Alfred James Copeland, George Frederick White, Esq., Sir Charles Booth, Bart., William Sedgwick Saunders, William Collinson, George Crowshaw, Esqrs.; the Right Honourable Sir John Lubbock, Bart.; Charles William Cookworthy Hutton, Francis Thgart, Edwin Lawrence, Samuel Henry Faudel-Phillips, Charles Robert Besley, Oswald Augustus Smith, Eric Carrington Smith, John Fenwick Fenwick, Reginald Northall Laurie, James Lionel Ridpath, John Henry Horton, Joseph Travers Smith, John Hampton Hale, John Flower Jackson, Frederick William Harris, Esqrs., Sir Frederick Perkins, Knt., Alfred Jameson Waterlow, Esq., Sir Edward Levy Lawson, Bart., William Henry Willans, Esq.; Cyril, Lord Battersea; John Merry Le Sage, Campbell Clarke, Esqrs., Sir John Richard Somers Vine, Knt., C.M.G., George Dunbar Whatman, Hugh Gough Arbuthnot, Robert Ryrie, Esqrs., Pascoe Charles Glyn, Esq., commonly called the Honourable Pascoe Charles Glyn, Charles William Mills, Esq., commonly called the Honourable Charles William Mills, William Quartermaine East, Esq., His Honour Judge Lumley Smith, Q.C., Colonel William Thomas Makins, James Taddy Friend, Samuel Hoare, Cecil Herbert Thornton Price, William Lowndes Toller Foy, Frederic Mannelle, Henry Homewood Crawford, Esqrs.; Colonel John Orwell Phillips, Leopold de Rothschild, Esq., Sir William Thomas Charley, Knt., Q.C., Arthur Clarges Loraine Fuller, John Hennings Nix, Samuel Hopgood Hart, Richard Knight Causton, Stephen Perceval Norris, Esqrs., Sir Thomas Sutherland, K.C.M.G., Henry Pryor Powell, Thomas Bevan, John Mowlem Burt, Esqrs., Sir Donald Currie, Bart., K.C.M.G., William Jameson Soulsby, Esq., C.B., Edward Charles, Lord Revelstoke, Philip Hickson Waterlow, Edward Hegley Byas, Edmond Kelly Bayley, John Crawford, James Chapman Amos, Charles Henry Robarts, Samuel Ernest Palmer, Richard Musgrave Harvey, Henry Russell, Thomas Anthony Denny, Frederick George Mountford, Alexander McArthur, William Alexander McArthur, Joseph Herbert Tritton, George Sydney Waterlow, John Aird, Thomas Boor Crosby, Henry Ellis, Edwin Freshfield, John Robert Holland, Esqrs., Ralph Daniel Makinson Littler, Esq., C.B., Q.C., The Right Honourable Sir William Thackeray Marriott, Knt., Q.C., Robert Collier Driver, Stephen Soames, Henry Dexter Truscott, Henry Manning Knight, Frederick William Nelson Lloyd, Howard Vyse, Joseph Hicks Buckingham, John Warren, John Dimsdale, John Hill, Esqrs., Sir Henry Seymour King, K.C.I.E., John Reid, Esq., Colonel Hugh Adams Silver, William James Thompson, jun., Alfred Edward Pease, Esqrs., Sir Clarence Smith, Knt., Gabriel Prior Goldney, Esq., Ronald Ruthven, Earl of Leven and Melville, Thomas Flight Smith, Esq., Sir John Henry Puleston, Knt., Arthur Kimber, Robert William Kennard, John Percy McArthur, Alfred Henry Lawrence, Henry John Staples, Benjamin Louis-Cohen, Joseph Howard, Hall Babcock Price, Esqrs., Sir Frederick Dixon Dixon - Hartland, Bart., Frederick Machin, Esq., Sir William Anderson Ogg, Knt., Marshall Pontifex, Esq., Colonel Thomas Clarke, Charles Maw, John James Staples, Thomas Francis Blackwell, John Aird, jun., Charles Brodie Sewell, Alfred Scorer, John Alexander Brand, Esqrs., Lieutenant-Colonel Joseph Causton, Sydney

Townsend Day, Esq., Sir Thomas Fowler, Bart., Edward Augustus Gruning, Gerald Stanhope Hanson, Henry Hicks, Esqrs., Sir Alfred Kirby, Knt., Walter Leaf, Charles Dew Miller, Howard Morley, Cutlibert Edgar Peek, George Hugh Whitehead, Henry John Smith, Walter Wood, Charles James Lucas, William Hill Collingridge, Sydney Francis Staples, Francis Stanhope Hanson, Edgar Alexander Baylis, Rowland Edward Whitehead, William Henry Nicholls, George Baker, James Curtis, Basil Pym Ellis, Robert Harvey, Joseph Michael Isaacs, James Judd, Graham King, William Henry Pannell, Thomas Phelps, William Phillips Sawyer, Augustus Alexander Stenger, William Richard Stevens, John Watney, Henry Michael Isaacs, Walter Henry Harris, C.M.G., Walpole Lloyd Greenwell, Edmund Meredith Crosse, Ronald Herbert Savory, Polydore Weichand De Keyser, Esqrs., Lionel Walter Rothschild, Esq., commonly called the Honourable Lionel Walter Rothschild, Martin Ridley Smith, Esq., Sir Albert Kaye Rollit, Sir William Farmer, Knts., Richard Bidduph Martin, Herbert de Stern, Horace Reginald Savory, Cecil Braithwaite, George Pemberton Leach, Neville Catlyn Sendall, William Henry Williamson, Charles Thomas Harris, Esqrs., Sir Albert Joseph Altman, Knt., Alban George Henry Gibbs, Esq., commonly called the Honourable Alban George Henry Gibbs, Harry Seymour Foster, Esq., Henry John Jourdain, Esq., C.M.G., Sir Owen Roberts, Knt., Frederick Lucas Cook, Francis Garford Brenton, John Evans, Sidney Howard Cotton, John Knill, Edgar Wight, Frederick Gordon, David Wellesley Bell, Charles Martin, Edgar Francis Jenkins, James Salmon, Frederick Dallas Barnes, William Blanch Alfred Brookman, Esqrs., Sir Francis Henry Evans, K.C.M.G., Richard Evan David Evans, Roger Eykyn, Esqrs., Lieutenant-Colonel Thomas Charles Venables, Colonel Robert Williams, Augustus Alfred Wood, Thomas James Barratt, Frederick Hill, Horace Brooks Marshall, John Morgan, James Herbert Renals, James Ralph Truscott, Frederick Charles Tyler, John Burton Renals, James William Ritchie, William Robert Pryke, Ernest Vivian Wilkin, George Hand, Edward Lee, Richard Winch, William Rome, Matthew Righton Webb, Charles Ackland, Edward Feetham Coates, Henry Newson-Smith, Barnett Isaac Barnato, John Paddon, Esqrs., Major John Roper Parkington, Colonel Gerald Francis Talbot, Cyril Walter Ponsonby, Esq., commonly called the Honourable Cyril Walter Ponsonby, Carl Meyer, Arthur Fraser Walter, Benjamin Samuel Faudel-Phillips, Philip Joseph Gutierrez Henriques, John Robert Cooper, John Lulham Pound, Ernest Terah Hooley, and Matthew Wallace, Esqrs.

Scottish Office, Whitehall, November 25, 1896.

THE Queen has been pleased to direct Letters Patent to be passed under the Seal appointed to be made use of in place of the Great Seal of Scotland, nominating and appointing David Richmond, Esq., Lord Provost of the City of Glasgow, to be Her Majesty's Lieutenant of and in the County of the City of Glasgow.

(S: 2987.)

*Board of Trade (Fisheries Department),
London, November 27, 1896.*

THE Board of Trade have received, through the Secretary of State for the Colonies, a copy of a Telegram from the Governor of Malta reporting preventative measures against passengers from Egypt.

Education Department, Whitehall, November 23, 1896.

ELEMENTARY EDUCATION ACTS, 1870-1893.

THE Lords of the Committee of the Privy Council on Education have issued orders this day for the Triennial Elections of School Boards in the undermentioned Boroughs and Parishes:—

Parishes.	County.	Union.
Great Burstead	Essex	Billericay
Mountnessing (Contributory)...	Essex	Billericay
Buttsbury (Contributory)	Essex	Chelmsford
Hillmorton	Warwick	Rugby
Keyingham	York	Patrington
Rochford	Essex	Rochford
Eastwood (Contributory)	Essex	
Tolleshunt Major	Essex	Maldon
Papcastle	Cumberland	Cockermouth
Perranarworthal	Cornwall	Falmouth
Therfield	Hertford	Royston
Bix	Oxford	Henley
Arlington	Sussex	Hailsham
Hellingly (Contributory)	Sussex	Hailsham
Eakring	Notts	Southwell
Rufford (Contributory)	Notts	Southwell
East Ayton	York	Scarborough
Everdon	Northampton	Daventry
Great Cornard	Suffolk	Sudbury
Hinderwell	York	Whitby
Easington (North Riding) (Contributory)	York	Guisborough
Leckhampstead	Berks	Newbury
Lidgate	Suffolk	Newmarket
Pleasington	Lancaster	Blackburn
Scredington	Lincoln	Sleaford
Wingate	Durham	Easington
Castle Eden (Contributory)	Durham	Easington
East and West Roupton (U.D.)	York	Northallerton
Llandilofawr (U.D.)	Carmarthen	Llandilofawr
Llanfynydd (Contributory)	Carmarthen	
Llangathen (Contributory)	Carmarthen	
Stratford St. Mary (U.D.)	Suffolk	Samford
Elmore	Gloucester	Gloucester
Normanton	Derby	Shardlow
Morley	Derby	Belper
North Repps	Norfolk	Erpingham
Manaccan (U.D.)	Cornwall	Helston
Moulton	Lincoln	Spalding
Middleton-in-Teesdale	Durham	Teesdale
East Retford	Nottingham	
Bushey School District	Hertford	Watford.
West Fen (U.D.)	Lincoln	Boston
Wildmore Fen (U.D.)	Lincoln	Boston
Morley	York	
Allensmore	Hereford	Hereford
Stanwix	Cumberland	Carlisle
Staines	Middlesex	Staines
St. Cuthbert without Carlisle	Cumberland	Carlisle
South Shoebury	Essex	Rochford
Upminster	Essex	Romford
Charlbury	Oxford	Chipping Norton.
Ashcott	Somerset	Bridgwater
Cwmdau and Llangynwyd Higher (U.D.)	Glamorgan	Bridgend
Saxmundham	Suffolk (East)	Plomesgate
Steeple Claydon	Buckingham	Buckingham
Pendleton	Lancaster	Clitheroe
Eastleigh	Hants	South Stoneham

(S. 2913.)

Board of Trade (Fisheries Department),
London, November 26, 1896.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at Berlin, stating that the Acting Governor of German East Africa has published a Notice,

applying the provisions of the Quarantine Regulations issued on the 15th June to vessels coming from Bombay.

(S. 2914.)

Board of Trade (Fisheries Department),
London, November 26, 1896.

THE Board of Trade have received, through

the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at St. Petersburg, reporting that Bombay has been declared unhealthy, and that vessels arriving from there will be subject to quarantine.

(S. 2922.)

*Board of Trade (Fisheries Department),
London, November 26, 1896.*

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at Lisbon, reporting Para infected with yellow fever from 30th October.

Admiralty, 21st November, 1896.

Royal Marine Artillery.

THE promotions to the rank of Captain of the undermentioned Officers are antedated as follows:—

Richard Cradock Brown to 13th July, 1896.
Picton Phillipps to 13th July, 1896.
Frederick Harry Norris Pym to 15th July, 1896.
Pryce Peacock to 15th July, 1896.

Admiralty, 23rd November, 1896.

Acting Sub-Lieutenant Oliver Backhouse has been confirmed in the rank of Sub-Lieutenant in Her Majesty's Fleet. Dated 15th November, 1896.

Admiralty, 24th November, 1896.

Staff Paymaster Charles Vawdrey has been advanced to the rank of Fleet Paymaster in Her Majesty's Fleet. Dated 19th November, 1896.

Royal Marine Artillery.

Captain Charles Louis Nepean Bishop is restored to the Establishment from the Seconded List. Dated 20th November, 1896.

Royal Marine Light Infantry.

Captain Leonard Christopher Peters is restored to the Establishment from the Seconded List. Dated 16th November, 1896.

Admiralty, 25th November, 1896.

THE undermentioned Lieutenants on probation have been confirmed in the rank of Lieutenant on the Supplementary List of Her Majesty's Fleet:—

Charles Keating McCallum.
Percy Edward May Humphery.
Gregory Stapleton.
Charles William Beckwith.
Dated 31st October, 1895.

Sub-Lieutenant on probation Alfred William Gush has been confirmed in the rank of Sub-Lieutenant on the Supplementary List of Her Majesty's Fleet. Dated 31st October, 1895.

The undermentioned Acting Sub-Lieutenants have been confirmed in the rank of Sub-Lieutenant in Her Majesty's Fleet:—

Claude Seymour. Dated 15th November, 1895.
Cecil Percy Ryan. Dated 14th January, 1896.
Reginald Charles Lloyd Owen. Dated 15th January, 1896.

Frederick Milner Broadbent, Esq., B.A., has been appointed Naval Instructor in Her Majesty's Fleet. Dated 13th November, 1896.

Admiralty, 26th November, 1896.

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

Lieutenant Innes Gairdner has been placed on the Retired List, with permission to assume the rank of Commander. Dated 22nd November, 1896.

Fleet Paymaster Edward Worth Newenham has been placed on the Retired List. Dated 18th November, 1896.

IN accordance with the provisions of Her Majesty's Orders in Council of 22nd February, 1870, and 30th April, 1877—

Engineer Charles John Hay has been placed on the Retired List. Dated 6th November, 1896.

Assistant-Paymaster Augustus Henry Brigstocke has been promoted to the rank of Paymaster in Her Majesty's Fleet. Dated 11th November, 1896.

Royal Naval Reserve.

The undermentioned Gentlemen have been appointed as Sub-Lieutenants:—

Samuel Robinson. Dated 12th August, 1896.
Arthur Francis Lysons Atwood. Dated 24th November, 1896.

Commission signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.

Rear-Admiral Richard Horace Hamond, R.N., to be Deputy Lieutenant. Dated 21st November, 1896.

WHEREAS by "The Wild Birds Protection Act," 1880, the killing or taking of any kind of Wild Bird during the period between the 1st day of March and the 1st day of August in any year was prohibited:

And whereas, by an order of the Secretary of State, dated the 14th day of April, 1890, this period was extended so far as concerns the county of Middlesex, so as to commence on the 1st day of February and end on the 31st day of August in every year:

Now I, the Right Honourable Sir Matthew White Ridley, Bart., one of Her Majesty's Principal Secretaries of State, in pursuance of the powers conferred on me by "The Wild Birds Protection Acts, 1880 to 1896," and for special reasons which have been placed before me in an application from the County Council for the Administrative County of Middlesex, do hereby make the following Order:—

During the period from the 1st of September in any year to the 31st January following, the taking or killing of any of the following kinds of Wild Birds is prohibited throughout the county of Middlesex:—

Nightingale, Goldfinch, Lark, Nightjar, Woodpeckers, Kingfisher, Cuckoo, Owls, Kestrel, Buzzard, Honey Buzzard, Merlin, Hobby, Osprey, Wryneck (Cuckoo's Mate or Snake Bird), Swallow, Martins (2), Swift, Bearded Tit, Reedling or Reed Pheasant, Shrikes, Magpie, Wheatear, Stonechat, Whinchat, Red Start, Fly Catchers, Sedge Warbler, Reed Warbler, Black Cap, Garden Warbler, Wood Warbler, Willow Warbler, Chiff Chaff, White Throat, Lesser White Throat, Long Tailed Tit, Nuthatch, Wren, Golden Crested Wren, Wagtails (4), Hawfinch, Linnet, Buntings (3), Starling, Landrail or Corncrake, Coot, and Chaffinch.

M. W. Ridley.

Whitehall, November 21, 1896.

IN pursuance of the power conferred on me by "The Wild Birds Protection Act, 1894," and upon application by the County Council of the Administrative County of London, I hereby make the following Order:—

The provisions of "The Wild Birds Protection Act, 1880," shall apply within the Administrative County of London to the Chaffinch, in the same manner as though the Chaffinch were included in the Schedule to that Act.

M. W. Ridley, one of Her Majesty's Principal Secretaries of State.

Whitehall, November 23, 1896.

SHORE OR BANKS OF BELFAST LOUGH AT CULTRA.

REMOVAL OF MATERIALS PROHIBITED.

WHEREAS the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1852, find it necessary for the protection of the port of Belfast, to prohibit the taking or removing of any shingle or ballast from the shore or banks of Belfast Lough at Cultra, opposite the property known as Dunratho, being within the said port:

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shore or banks above-mentioned.

Courtenay Boyle,
Secretary to the Board of Trade.

Dated the 24th day of November, 1896.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable on conviction to a penalty not exceeding £10.

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 25TH NOVEMBER 1896.)

NEWCASTLE-UPON-TYNE (OUSEBURN) LANDING-PLACE REVOCATION ORDER OF 1896.

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Acts, 1894 and 1896, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows:

Revocation of Order.

1. The Order described in the Schedule to this Order is hereby from and after the commencement of this Order revoked: Provided that such revocation shall not invalidate or make unlawful anything done under the Order hereby revoked before the commencement of this Order, or interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, the Order hereby revoked before the commencement of this Order.

Commencement.

2. This Order shall come into operation on the first day of January, one thousand eight hundred and ninety-seven.

Short Title.

3. This Order may be cited as the NEWCASTLE-UPON-TYNE (OUSEBURN) LANDING-PLACE REVOCATION ORDER OF 1896.

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



T. H. Elliott,
Secretary.

SCHEDULE.

Order Revoked.

No.	Date.	Short Title.
5348	29 August 1895	The Newcastle-upon-Tyne (Ouseburn) Landing-Place Order of 1895.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 25TH NOVEMBER 1896.)

(SWINE-FEVER SUSPECTED ZONE.)

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

1. The district or area described in the Schedule to this Order is hereby declared to be a Swine-Fever Suspected Zone for the purposes of the Swine-Fever (Suspected Zones) Order of 1896 dated the twenty-fourth day of August, one thousand eight hundred and ninety-six.

2. This Order shall come into operation on the thirtieth day of November, one thousand eight hundred and ninety-six.

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



T. H. Elliott,
Secretary.

SCHEDULE.

A district or area comprising the county of Stafford (except the parish of Upper Arley trans-

ferred by Agreement to the county of Worcester), and also comprising the boroughs of Burslem, Burton-upon-Trent, Hanley, Longton, Newcastle-under-Lyme, Stafford, Stoke-upon-Trent, Walsall, Wednesbury, West Bromwich, and Wolverhampton.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 25TH NOVEMBER 1896.)

(SWINE-FEVER SUSPECTED ZONE.)

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

1. The district or area described in the Schedule to this Order is hereby declared to be a Swine-Fever Suspected Zone for the purposes of the Swine-Fever (Suspected Zones) Order of 1896 dated the twenty-fourth day of August, one thousand eight hundred and ninety-six.

2. This Order shall come into operation on the thirtieth day of November, one thousand eight hundred and ninety-six.

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



T. H. Elliott,
Secretary.

SCHEDULE.

A district or area comprising the county of Warwick, and also comprising the boroughs of Birmingham, Coventry, Leamington, and War-

wick, and also comprising the parishes of Alderminster, Oldberrow, Shipston-on-Stour, Tidmington, Tredington, and Yardley, transferred by Agreement to the county of Warwick from the county of Worcester.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 26TH NOVEMBER 1896.)

SOUTHAMPTON FOREIGN ANIMALS QUARANTINE STATIONS REVOCATION ORDER OF 1896.

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

The Orders described in the Schedule to this Order are hereby revoked : Provided that nothing herein shall be deemed to invalidate or make unlawful anything done under the Orders hereby revoked, or either of them, before the date of this revocation, or interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, the Orders hereby revoked, or either of them, before the date of this revocation.

This Order may be cited as the SOUTHAMPTON FOREIGN ANIMALS QUARANTINE STATIONS REVOCATION ORDER OF 1896.

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



T. H. Elliott,
Secretary.

SCHEDULE.

Orders Revoked.

No.	Date.	Subject.
541	12 August 1880.	Port of Southampton—Foreign Animals Quarantine Station.
3091	5 February 1884.	Port of Southampton—Foreign Animals Quarantine Station for the purposes of a Reshipment Station.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 26TH NOVEMBER 1896.)

(SWINE-FEVER SUSPECTED ZONE.)

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

1. The district or area described in the Schedule to this Order is hereby declared to be a Swine-Fever Suspected Zone for the purposes of the Swine-Fever (Suspected Zones) Order of 1896 dated the twenty-fourth day of August, one thousand eight hundred and ninety-six.

2. This Order shall come into operation on the third day of December, one thousand eight hundred and ninety-six.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this

twenty-sixth day of November, one thousand eight hundred and ninety-six.

L. S.

T. H. Elliott,
Secretary.

SCHEDULE.

A district or area comprising the petty sessional divisions of Petersfield (except the parish of Bramshot detached), Droxford, and Southampton, in the county of Southampton, and also comprising the borough of Southampton.

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

Civil Service Commission, November 25, 1896.

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for the situation of Second Class Assistant Surveyor in the Office of Her Majesty's Works, &c., held in London, on the 5th November, 1896, and following days, notice of which Examination was given in the London Gazette of the 15th September, 1896, the undermentioned Candidate obtained the first place:—

Simpson, Cecil John William.

Civil Service Commission, November 27, 1896.

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

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent notices in the London Gazette) respecting Open Competitive Examinations for the situation of Assistant Examiner in the Patent Office.

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

I. The limits of age for this situation are 21 and 25, and Candidates must be of the prescribed age on the first day of the Examination.

II. At the Examination exercises will be set in the following subjects only:—

1. English Composition.
2. Arithmetic (including Vulgar and Decimal Fractions).
3. Précis.
4. Geometry (Elementary and Practical).
5. Mechanical Drawing.
6. Mechanics and Mechanism.
7. Chemistry.
8. Electricity and Magnetism.
9. Hydrostatics, Hydraulics, and Pneumatics.

Candidates must pass to the satisfaction of the Civil Service Commissioners in one of the subjects numbered 6, 7, and 8, according to the nature of the situation vacant, i.e., according as the duties to be performed render a knowledge of Mechanics and Mechanism, of Chemistry, or of Electricity and Magnetism absolutely necessary. The remaining subjects are optional.

3. Application for permission to attend an Examination must be made in the writing of the Candidate, at such times and in such manner as may be fixed by the Commissioners.

4. A fee of £5 will be required from each Candidate attending an Examination.

The Civil Service Commissioners further give notice, that an Open Competitive Examination will be held in London under the foregoing Regulations commencing on the 26th January, 1897.

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

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 14th January, 1897, an application, in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

Civil Service Commission, November 27, 1896.

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

November 23, 1896.

AFTER LIMITED COMPETITION.

Post Office: Clerk in the Returned Letter Office, Thomas Hyatt King.

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

Customs: Tabulator or Assistant Clerk (Abstractor Class), Thomas Loasdale Brook.

Post Office: Assistant Clerks (Abstractor Class), Joseph Albert Byrne, Thomas Stenson Connell, Robert Allan Goldie.

WITHOUT COMPETITION.

Post Office: Skilled Telegraphist, Hannah Augusta Marshall.

Sorting Clerk and Telegraph Learner, Cardiff, Thomas Picton Sloggett.

Postmen, Alfred Bird (Wokingham), Charles Dolphin (Pershore), John Ferguson Floyd (Lisburn), Denis Hannafin (Tralee), Frederick Stanley Holliday (Barrow-in-Furness), Alfred Johnson (Brierley Hill), Lewis Johnson (Brierley Hill).

Junior Town Postmen, Birmingham, William Sidney Birt, William Thomas Tillyer.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

George Hubert Cobden, Lancelot Epton, John Wade Fuller, James Lindsay, William Hornel Mouncey, William Tweddle, Benjamin Lambert, Charles Frederick Lambert, Nathan Brill, John Burns.

November 24, 1896.

AFTER OPEN COMPETITION.

Post Office: Male Sorter, London, Thomas Stutchbury.

AFTER LIMITED COMPETITION.

Post Office: Male Sorter, London, Arthur Albert Armstrong.

WITHOUT COMPETITION.

Foreign Office: Female Typist, Mabel Annie Hubert.

Post Office: Sorting Clerks and Telegraph Learners, Edith Elizabeth Davies (Abergavenny), John Hunter (Glasgow), Martha McCleary Jack (Hawick).

Postmen, John James Clarke (Market Harborough), James Connolly (Sheffield).

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

Alfred Thomas Barber, William Cecil Clark, Robert Henry Coverley, George Henry Dulligall, Bertram Bowden Hoppey, Ernest Langley Jackson, Charles Kaul, William George King, Alexander Robinson, Thomas Amos Saunders,

James Thomas Tweedie, Thomas Fitzgerald, Percy Butterwick Hawkins, Samuel Robert Todd, William Alexander Ritchie, James Kelly, Richard Wingfield Cooke.

November 25, 1896.

AFTER OPEN COMPETITION.

Local Government Board, England: Clerk (Class I), George Henry Allen.

Post Office: Male Sorters, London, Ernest John Goodenough, Patrick Thomas O'Brien, Patrick John O'Keefe.

AFTER LIMITED COMPETITION.

Post Office: Male Sorter, London, Frederick Walter Thomas.

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

Education Department: Assistant Clerk (Abstractor Class), William Arthur Cullen.

Post Office: Assistant Clerk (Abstractor Class), Arthur Charles Gibson.

WITHOUT COMPETITION.

House of Lords: Temporary Messenger in the Department of the Clerk of the Parliaments, William Wylie Meates.

Post Office: Postmen, London, Joseph Henry Kingsbury, Albert Edward Skegg, Ernest Watkins.

Labourer, Edinburgh, Michael Malone.

Postmaster, Scole, S.O., Charles Henry Scutts.

Skilled Telegraphist, Mary Ann Elizabeth Fitness.

Sorting Clerk and Telegraph Learner, Glasgow, James Forbes.

Postman, St. Albans, John Francis Roberts.

FOR REGISTRATION AS TEMPORARY BOX COPYISTS (NEW CLASS).

Arthur Hammond, George Shepherd Jones, Ernest George Offord, Peter John Millikin, Jeremiah Collins, Edward Pearson Wells, Arthur Davison Hanna.

NOTICES TO MARINERS.

(Nos. 675 to 680 of the year 1896.)

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

No. 675.—SOUTH AMERICA—EAST COAST.

Amended Position of Point Mogotes Lighthouse.

INFORMATION has been received that the correct position of the lighthouse on Point Mogotes is:—lat. 38° 5' 40" S., long. 57° 31' 15" W., and not as given on Chart No. 1324.

Also, that Point Mogotes and the adjacent land are 5 miles more to the northward and 2 miles to the westward of the coast as depicted on the above mentioned Chart.

This Notice affects the following Admiralty Chart:—Rio de la Plata to Rio Negro, No. 1324. Also, List of Lights, Part VII, 1896, No. 86d; and South America Pilot, Part I, 1893, page 298.

No. 676.—SWEDEN—WEST COAST.

Buoyage of Persgrunden and Grisbadarne.

THE Swedish Government has given, notice dated 11th November, 1896, that the undermentioned buoys have been placed to mark certain shoals of Persgrunden and Grisbadarne, near the Koster Islands:—

1. A red spar buoy, surmounted by two up-turned brooms, in a depth of 16 fathoms, on the south-west side of the shoal marked 4½ fathoms

(now stated to have a depth of 23 feet on it), the south-western danger of Persgrunden, in approximately lat. 58° 42' N., long. 10° 50¾' E.

2. A black spar buoy, surmounted by a ball, in a depth of 15 fathoms, on the northern side of the 1½ fathoms shoal of Persgrunden, in approximately lat. 58° 42¾' N., long. 10° 52¼' E.

3. A red spar buoy, surmounted by two up-turned brooms, in a depth of 11 fathoms, on the southern side of the 1½ fathoms shoal, the southern danger of Grisbadarne, in approximately lat. 58° 54½' N., long. 10° 51' E.

4. A red spar buoy, surmounted by a down-turned broom, in a depth of 16 fathoms, on the western side of the 2 fathoms shoal, on the western side of Grisbadarne, in approximately lat. 58° 54¾' N., long. 10° 50' E.

5. A black spar buoy, surmounted by a ball, in a depth of 15 fathoms, on the northern side of the 5 fathoms shoal of S. Skiottegrund, in approximately lat. 58° 56' N., long. 10° 50¼' E.

6. A plain black and white spar buoy, in a depth of 14 fathoms, on the eastern side of the 3¾ fathoms shoal, the north-eastern danger of Grisbadarne, in approximately lat. 58° 55½' N., long. 10° 53¾' E.

7. A red spar buoy, surmounted by an up-turned broom, in a depth of 16 fathoms, on the south-east side of Braadöva, the 1½ fathoms shoal on the north-east side of Grisbadarne, in approximately lat. 58° 55¾' N., long. 10° 52¾' E.

The above longitudes of the shoals are given as on Chart No. 2289.

This Notice affects the following Admiralty Charts:—Skugerrak or Sleeve, No. 2289; the Koster Islands, &c., No. 121 (3-7). Also, Norway Pilot, Part I, 1888, pages 314, 315, 309.

No. 677.—CEYLON—S.W. COAST.

Colombo—Light at Extremity of North-East Breakwater.

WITH reference to Notice to Mariners, No. 665 of 1896:—

Further information has been received that the Pile Light (white) mentioned in that Notice was not exhibited.

Also, that the Government of Ceylon has given notice that, on 1st October, 1896, a sixth order, dioptric, green lantern light would be shown from the western end of the staging of the North-east breakwater, now in course of construction.

This breakwater extends in a S. 82° W. direction, for a distance of 450 yards from the western side of Mutwal Point.

Approximate position on Plan No. 914, light lat. 6° 57' 55" N., long. 79° 51' 15" E.

[Variation 1° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Ceylon, South Coast, with Plan of Colombo, No. 813; Colombo Harbour, No. 914. Also, List of Lights, Part VI, 1896, No. 161a; Bay of Bengal Pilot, 1892, page 47; and West Coast of Hindustan Pilot, 1891, page 103.

No. 678.—CHINA SEA.

Banka Strait—Alterations in Buoyage.

THE Netherlands Government has given notice, dated 13th November, 1896, that the undermentioned alterations have been made in the buoyage of Banka Strait, to bring it into accordance with the uniform system of buoyage adopted in the fairways of the Netherlands East Indies:—

1. The buoy marking Kalian Ledge has been replaced by a can buoy, painted black, and surmounted by a truncated cone, moored on the west side of the ledge.

Approximate position, lat. $2^{\circ} 4' S.$, long. $105^{\circ} 7\frac{1}{2}' E.$

2. The buoy marking the shoal at the north-west end of Nemesis Bank, has been replaced by a spherical buoy, painted red and black in horizontal stripes, and surmounted by an upright cross.

Approximate position, lat. $2^{\circ} 52\frac{3}{4}' S.$, long. $105^{\circ} 59\frac{1}{4}' E.$

3. The two buoys marking the eastern side of Stanton Channel, have been replaced by two can buoys, painted black, each surmounted by a truncated cone.

Approximate position, south-east buoy, lat. $3^{\circ} 1\frac{1}{2}' S.$, long. $106^{\circ} 19' E.$

4. The two buoys marking Round Shoal and Merapi, Lucipara Passage, have been replaced by two can buoys, painted black, each surmounted by a truncated cone.

Approximate position, Round Shoal buoy, lat. $3^{\circ} 7\frac{1}{2}' S.$, long. $106^{\circ} 6\frac{1}{2}' E.$

5. The topmark of the buoy (red nun) marking Frederick Henry Rocks, northern entrance to Banka Strait, has been altered to a ball.

This Notice affects the following Admiralty Charts:—Gaspar and Banka Straits, No. 2149; Banka Strait, No. 2597; South Entrance of Banka Strait, No. 2808 (2, 3, 4). Also, China Sea Directory, Vol. I, 1896, pages 414, 418, 420, 423.

No. 679.—CHINA SEA—GASPAR STRAIT.

Cheruchup Bay—Rocks near Karang Baka.

WITH reference to Notice to Mariners, No. 403 of 1896, on a rock (Sri Billitong) northward of Karang Baka:—

The Netherlands Government has given further notice, dated 13th November, 1896, that an examination has recently been made of the locality with the undermentioned result:—

1. Sri Billitong Rock has a depth of 2 fathoms on it at low water springs, and is situated about three-quarters of a mile northward of its reported position, or with Kalmoa Beacon, entrance to Cheruchup River, bearing S. $36^{\circ} E.$, distant $6\frac{7}{10}$ miles; and northern extreme of Tanjong Bienga N. $52^{\circ} E.$

Approximate position, lat. $2^{\circ} 39' 10'' S.$, long. $107^{\circ} 33' 30'' E.$

2. A coral rock, with a depth of $2\frac{1}{4}$ fathoms on it at low water springs, was found west-south-westward of Karang Baka, in a position with Kalmoa Beacon bearing S. $57^{\circ} E.$, distant 5 miles; and Kelmanbang Summit S. $6^{\circ} W.$

The Black Nun Buoy, surmounted by a ball, previously moored on the south-west side of Karang Baka, has been moved to the south-west side of this rock.

3. A small coral rock, with a depth of $4\frac{1}{2}$ fathoms on it at low water springs, was found midway between the rock (2) and Karang Baka.

[Variation 2° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Gaspar and Banka Strait, No. 2149; Gaspar Strait, No. 2137. Also, China Sea Directory, Vol. I, 1896, page 451.

No. 680.—EASTERN ARCHIPELAGO.

Alas Strait—Reef in Lombok Bay.

THE Netherlands Government has given notice, dated 13th November, 1896, of the existence of a reef, with a depth of 3 fathoms on it at low water springs, about 2 cables in length north-west and south-east and nearly $1\frac{1}{2}$ cables broad, situated in Lombok Bay, western side of Alas Strait, in a position with Lebur Island bearing S. $48^{\circ} W.$, distant 1 miles; and Labuan Pandan N. $36^{\circ} W.$

No. 26798

B

Approximate position, on Plan No. 895, to be considered doubtful, latitude $8^{\circ} 27\frac{1}{2}' S.$, longitude $116^{\circ} 41\frac{1}{2}' E.$

[Variation 2° Easterly in 1896.]

This Notice affects the following Admiralty Plans:—Alas Strait and Lombok Bay on Sheet No. 895. Also, Sailing Directions for the Eastern Archipelago, Part II, 1893, page 230.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd to 24th November, 1896.

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Thornaby, in the county of York, and in the diocese of York, one yearly sum or stipend of sixty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-fourth day of September, in the year one thousand eight hundred and ninety-six, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November, in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Thornaby shall be paid only upon the production to us on or after each of the said lastly-mentioned days in each and every year of a certificate, under the hand of the Archbishop of York for the time being, that two Assistant-Curates, duly licensed by such Archbishop, have been employed within the parish of Thornaby aforesaid, during the quarter of the year then ended: Provided also, that the said yearly sum or stipend of sixty pounds hereby granted shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage and parish of Thornaby.

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

(L.S.)

INSTRUMENT substituting the New Church of Saint Mary the Virgin, situate within the Parish of Laverstoke with Freefolk Syfrewaste, in the County of Southampton, and in the Diocese of Winchester, for the Old Church, situate within and hitherto being the Parish Church of the same Parish.

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

WHEREAS a new church has lately been built within the parish of Laverstoke with Freefolk Syfrewaste, in the county of Southampton, and in the diocese of Winchester, and has been consecrated and dedicated to Saint Mary the Virgin.

And whereas the Right Reverend Randall, Bishop of the said diocese of Winchester, as such Bishop, and Melville Portal, of Laverstoke House, in the said county of Southampton, Esquire, the patron of the rectory of the said parish of Laverstoke with Freefolk Syfrewaste, and the Reverend John Radclyffe Husband, Clerk in Holy Orders, the Rector or Incumbent of the said rectory, have, by an instrument under their hands, bearing date on or about the seventh day of August, in the year one thousand eight hundred and ninety-six, certified to us, the said Ecclesiastical Commissioners for England, that it would be for the convenience of the said parish of Laverstoke with Freefolk Syfrewaste, that the said new church of Saint Mary the Virgin, situate within such parish, should be substituted for the old parish church of the same parish.

Now therefore we, the said Ecclesiastical Commissioners for England, in exercise and execution, of the power or authority in that behalf contained in the Act of the eighth and ninth years of Her present Majesty, chapter seventy, and in the Act of the nineteenth and twentieth years of Her said Majesty, chapter fifty-five, and of all other powers or authorities in anywise enabling us in the same behalf, do, by this instrument, under our common seal, with the consent (testified as hereinafter mentioned) of the said Randall, Bishop of the said diocese of Winchester, and of the said Melville Portal, and of the said John Radclyffe Husband, hereby declare that the said new church of Saint Mary the Virgin, situate within the said parish of Laverstoke with Freefolk Syfrewaste, and duly consecrated as aforesaid, shall be and the same is hereby substituted for the said old parish church of the same parish, and that such new church shall henceforth be the parish church of the said parish of Laverstoke with Freefolk Syfrewaste, in lieu of the said old parish church of the same parish, as fully in all respects as if the said new church of Saint Mary the Virgin, so hereby substituted, had been originally the parish church of the same parish. And we, the said Ecclesiastical Commissioners for England, in further pursuance and exercise of the powers and authorities aforesaid, and with such consents as aforesaid (testified as hereinafter mentioned), do hereby transfer all the endowments, emoluments, and rights of or belonging to the said old parish church of the said parish of Laverstoke with Freefolk Syfrewaste, or of or belonging to the Rector or Incumbent thereof, to the said new church of Saint Mary the Virgin (now being by virtue of these presents the parish church of the said parish of Laverstoke with Freefolk Syfrewaste), and to the Rector or Incumbent thereof, and his successors for ever.

In witness whereof to these presents, we, the said Ecclesiastical Commissioners for England, have set our common seal, and the said Randall, Bishop of the said

diocese of Winchester, has set his hand and affixed his episcopal seal, and the said Melville Portal and the said John Radclyffe Husband have respectively set their hands and affixed their seals, this fifth day of November, in the year one thousand eight hundred and ninety-six.

Ecclesiastical Commissioners (L.S.)

Randall Winton (L.S.)

Melville Portal (L.S.)

John Radclyffe Husband (L.S.)

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Holborn, in the county of Middlesex, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid being respectively qualified to act as such Commissioners, to be holden at the office of the Clerk to the Commissioners, at 24, Red Lion-square, W.C., on Thursday, the 3rd day of December, 1896, at eleven o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Holborn aforesaid.

F. L. Robinson.

Edmond H. Wodehouse.

Inland Revenue, Somerset House,
London, November 23, 1896.

New River Company.

Constant Supply of Water.

To the Hornsey Urban District Council, being the Metropolitan Authority within the meaning of that expression in the Metropolitan Water Act, 1871, and having jurisdiction in the District or Area at present supplied with water by the New River Company in the Parish of Hornsey.

WHEREAS you, the Hornsey Urban District Council, have expressed a desire that a constant supply of water shall be furnished in the undermentioned district or area being part of the said parish, viz:—The area which is bounded by an imaginary line running from a point in the centre of the Edgware branch of the Great Northern Railway where it is crossed by the Islington parish boundary, thence eastward along the centre of the said railway to Stapleton Hall-road, thence eastward along the centre of the Tottenham and Hampstead Junction Railway to the Tottenham parish boundary, southward along the Hornsey parish boundary to Seven Sisters'-road, westward along the centre of Seven Sisters'-road to Stroud Green-road and thence northward along the Islington parish boundary to the first mentioned point by the Great Northern Railway, the New River Company hereby give notice that they will on and after the 1st day of June 1897, give a constant supply of water to the said district or area.

Dated this 23rd day of November 1896.

JAMES SEARLE Secretary of the New River Company.

NOTICE is hereby given, that a separate building named Gospel Oak Wesleyan Chapel situated at High-street Princes End in the parish of Tipton in the county of Stafford in the registration district of Dudley being a building certified according to law as a place of meeting for religious worship, was on the 21st day of November 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 21st day of November, 1896.

EDWARD HIPKINS Superintendent Registrar.

NOTICE is hereby given that a separate building named Primitive Methodist Chapel situated at Newtown in the parish of Great Malvern in the county of Worcester in the registration district of Upton-on-Severn being a building certified according to law as a place of meeting for religious worship, was on the 21st day of November 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 21st day of November 1896.

GEORGE POWELL Superintendent Registrar.

NOTICE is hereby given that a separate building named Wesleyan Chapel situated at Short Heath in the parish of Short Heath in the county of Stafford in the registration district of Wolverhampton being a building certified according to law as a place of meeting for religious worship, was on the 23rd day of November 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 23rd day of November 1896.

EDWARD F. PRITCHARD Superintendent Registrar.

NOTICE is hereby given that a separate building named Ebenezer Church situated at Trelewis in the parish of Gelligaer in the county of Glamorgan in the registration district of Merthyr Tydfil being a building certified according to law as a place of meeting for religious worship was on the 23rd day of November 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 23rd day of November 1896.

FRANK T. JAMES Superintendent Registrar.

NOTICE is hereby given that a separate building named Primitive Methodist Church situated at the Causeway in the parish of Chippenham in the county of Wilts in the registration district of Chippenham being a building certified according to law as a place of meeting for religious worship, was on the 24th day of November, 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85, being substituted for the Primitive Methodist Chapel, Causeway, Chippenham now disused.—Witness my hand this 24th day of November 1896.

P. DELMÉ AWDRY Superintendent Registrar.

NOTICE is hereby given that a separate building named Spiritual Hall situated at Tipping-street, Ardwick in the parish of Ardwick in the county borough of Manchester in the registration district of Chorlton being a building certified according to law as a place of meeting for religious worship, was on the 24th day of November 1896, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, c. 85.—Witness my hand this 24th day of November 1896.

DAVID S. BLOOMFIELD Superintendent Registrar.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 25th day of November, 1896.

ISSUE DEPARTMENT.

	£			£
Notes issued	...	...	50,268,905	Government Debt
				...
				11,015,100
				Other Securities
				...
				5,784,900
				Gold Coin and Bullion
				...
				33,468,905
				Silver Bullion
				...
				...
				£50,268,905
				£50,268,905

Dated the 26th day of November, 1896.

H. G. Bowen, Chief Cashier.

BANKING DEPARTMENT.

	£			£
Proprietors' Capital	...	...	14,553,000	Government Securities
Rest	...	...	3,190,989	...
Public Deposits (including Ex-				13,753,066
chequer, Savings Banks, Com-				Other Securities
missioners of National Debt, and				...
Dividend Accounts)	...	...	6,858,614	27,222,840
Other Deposits	...	...	43,018,370	Notes
Seven Day and other Bills.	...	...	135,361	...
				24,198,485
				Gold and Silver Coin
				...
				2,581,943
				£67,756,334
				£67,756,334

Dated the 26th day of November, 1896.

H. G. Bowen, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 25th November, 1896.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany	2,401	...	2,401	423	16,616	17,039
Belgium	442	...	442	1,781	...	1,781
Channel Islands ... ..	...	...	...	7,272	...	7,272
France	3,154	165	3,319	35,560	101,760	137,320
Portugal and Madeira	11,260	...	11,260	436	...	436
Spain ... ..	...	...	...	...	11,616	11,616
The Gold Coast	449	753	1,202	10,800	...	10,800
Cape of Good Hope ... ..	...	76,990	76,990	...	1,036	1,036
Australasia	951	4,871	5,822	...	3,112	3,112
West Indies, Mexico, and S. America (except Brazil)	17,882	...	17,882	...	23,176	23,176
Brazil	629	44	673	...	...	...
United States	155	...	155	51,100	1,669,680	1,720,780
Aggregate of the Importations registered in the Week ... }	37,323	82,823	120,146	107,372	1,826,996	1,934,368
Declared Value of the said Importations	£ 144,029	£ 305,392	£ 449,421	£ 14,743	£ 228,362	£ 243,105

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Russia ... ..	...	...	...	...	...	15,999	15,999
Germany ... ..	...	...	29,095	29,095	...	277,188	277,188
Holland ... ..	...	...	...	...	12,469	...	12,469
France ... ..	...	...	1,945	1,945	6,400	61,365	67,765
Austrian Territories	10,240	...	...	10,240	...	...	...
Egypt	5,140	...	...	5,140	...	10,080	10,080
West Coast of Africa	954	...	...	954	3,584	...	3,584
British East Indies	3,852	...	5,400	9,252	270,227	116,551	1,435,744	
Hong Kong ... ..	...	...	...	...	18,000	36,645	54,645
Mexico, West Indies, and S. America (except Brazil)	768	...	...	768	91,476	962	92,438
Other Countries ... ..	...	...	...	...	...	8,640	8,640
Aggregate of the Exportations registered in the Week ... }	20,954	...	36,440	57,394	95,060	308,058	1,978,552	
Declared Value of the said Exportations	£ 81,717	£ ...	£ 150,146	£ 231,863	£ 26,185	£ 37,490	£ 275,076	

Statistical Department, Custom House, London,
November 26, 1896.

T. J. PITTAR.

Board of Trade.—Session 1897.

Newmarket Water.
(Provisional Order.)

(Power to Raise Additional Capital; Amendment of Orders, &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 Water Works Facilities Act, 1870, and the Gas and Water Works Facilities Act, 1870, Amendment Act, 1873, by or on behalf of the Newmarket Water Works Company, Limited (hereinafter called "the Company"), for a Provisional Order.

To enable the Company, for the purposes of their undertaking, to raise additional capital by the creation and issue of ordinary or preference shares or stock, and by borrowing, and by the creation and issue of debenture stock, or by all or any of such means.

To amend, alter, or repeal the Newmarket Water Orders, 1883 and 1884, or either of those Orders, and any Act or any other Order relating to the Company or their undertaking.

And notice is hereby also given, that 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 Cambridge, at his office at Chesterton, in that county, and with the Clerk of the Peace for the county of Suffolk, at his office at Ipswich, 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.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing 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.

Copies of their objections must at the same time be sent to the Company, at the offices of 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 Company or their Agents.

Dated this 14th day of November, 1896.

A. H. and A. RUSTON, High-street, Newmarket, Solicitors.

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

Board of Trade.—Session 1897.

Whitley Marine Promenade Pier.

(Application for a Provisional Order authorising the construction of a Promenade Pier at Whitley, in the County of Northumberland; the levying of Tolls for admission thereto; for landing Passengers thereon, and departing therefrom; the construction of a Pavilion thereon for Concerts and other Entertainments; the carrying on of the business of Refreshment Contractors; and for any other purposes necessary or incidental to the carrying out of the aforesaid objects.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a Provisional Order, to be confirmed by Parliament in the next session, pursuant to the General Pier and Harbour Act, 1861, General Pier and Harbour Act, 1861 Amendment Act, Harbours Transfer Act, 1862, Railways Clauses Act, 1863, Crown Lands Act, 1866, and any succeeding modifications or amendments to the aforesaid Acts, to empower the Undertaker (to be named in the intended Order) for the following purposes:—

1. The construction and maintenance of a Marine Promenade Pier at Whitley, in the county of Northumberland. The structure sought by these powers to be erected will be constructed either wholly or in part of iron or steel, with wooden deck, will be about 1000 feet in length (more or less), starting from the point at Whitley commonly called "the Corkscrew," and extending in a north-easterly direction. The pavilion at the end of the pier for concerts and other entertainments is estimated to contain about 1200 people. If possible it is also intended to give facilities for sea bathing; also a landing stage for steamers, tugs, sailing vessels, boats and other sea craft. The works to be constructed under the intended Provisional Order will be situate in the township of Whitley, in the county of Northumberland.

2. The power to levy tolls, rates or duties, whether in respect of admissions to the said pier, passengers landing thereon from boats, or departing therefrom, or from owners or masters of vessels making fast thereto.

3. The carrying on of the business of a concert hall at the pavilion on the pier, with production of dramas, sketches, or other amusements.

4. The carrying on of the business of refreshment caterers on the said pier.

5. The acquiring of land or buildings, by purchase or otherwise, for the construction of the said pier and the erection of buildings thereon necessary or conducive to the furtherance of the above objects or any of them.

6. Power to sell or lease the said undertaking to any private person or public company either in whole or in part, and to enter into agreements with any local authority or public body, or to amalgamate with any other private person or public company for the carrying out or furtherance of the aforesaid objects.

7. Power to extend or vary (subject to the approval of the Board of Trade) any of the works comprised in the said intended application for a Provisional Order, and necessary or conducive to the success of the objects contemplated.

8. To incorporate with the Order the provisions or some of the provisions of the General Pier and Harbour Act, 1861; General Pier and Harbour Act, 1861 Amendment Act; Harbours Transfer Act, 1862; Railways Clauses Act, 1863; Crown Lands Act, 1866; and any succeeding amendments or modifications of the said Acts.

9. On or before the 30th day of November instant, plans and sections of the proposed works and 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 Northumberland, at his office at the Moot Hall, Newcastle-on-Tyne, in the said county, at the Custom House at North Shields, in the county of Northumberland aforesaid; at the offices of the Board of Trade, Whitehall-gardens, London, S.W.; in the office of the Clerk of the Parliaments House of Lords; and in the Private Bill Office of the House of Commons.

10. 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 also at the Custom House aforesaid, and on and after that date printed copies thereof and of the Provisional Order when made, may be obtained at the offices of the undersigned, at the price of one shilling for each copy.

11. 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 Board of Trade, Harbour Department, at the office aforesaid, on or before the 15th day of January next, and a copy of such representation or objection must at the same time be also sent to the undersigned Solicitor or Parliamentary Agents on behalf of the Undertaker, and in forwarding to the Board of Trade any such representation or objection, the objectors or their agents must state that a copy of the same has been forwarded to the Undertaker, through his Solicitor or Parliamentary Agents.

Dated this 20th day of November, 1896.

W. EARL WALKER, 33, Grainger-street West, Newcastle-on-Tyne, Solicitor.

W. & W. M. BELL, 27, Great George-street, Westminster, London, S.W., Parliamentary Agents.

In Parliament.—Session 1897.*

Manchester, Sheffield, and Lincolnshire Railway. (New Railways in the Counties of Derby, Northampton and Oxford; Deviation Railway in the County of Nottingham; Abandonment of portions of Railway No. 7, authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1895; Diversion, Alteration, and Stopping Up of Roads and Footpaths in the Counties of Nottingham, Leicester and Warwick; Appropriation of Sites of Roads, &c., Diverted or Stopped Up; Abandonment of certain authorised Diversions of Roads; Compulsory Purchase of Lands and Houses; Deviations; Acquisition of Parts only of Properties; Underpinning; Additional Lands in Counties of London, Nottingham, and the County of the Town of Nottingham; Extension of Time for Completion of Railways 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, 16, and 17, and Widening 1 and 2, and New Roads 1, 2, 3, 4, 5, 6, and 7, authorised by the Extension to London Act; Extension of Time for Completion of Works authorised by Sub-sections 8 and 9 of Section 4 of the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1883; Extension of Time for Completion of Railways authorised by the Wirral Railway Certificate, 1883, and other Acts relating to the Wirral Railway Company, or the North Wales and Liverpool Railway Committee; Extension of Time for Completion of Railways authorised by Cheshire Lines Act, 1890; Extension of Time for Powers of Wrexham, Mold, and Connah's Quay Railway Company to form Junctions with the London and North Western Railway Company; Extension of Time for Completion of Widening of Company's Main Line between Gorton and Hyde-junction; Extension of Time for Compulsory Purchase of Lands for and Completion of Railways 2, 3, 4, and 5, authorised by Manchester, Sheffield, and Lincolnshire Railway (New Railways) Act, 1888; Extension of Time for Compulsory Purchase of Lands for Railway 2, authorised by Manchester, Sheffield, and Lincolnshire Railway Act, 1894; Extension of Time for Sale of Superfluous Lands of the Company; Tolls, Rates, and Charges; Application of Funds; Change of Name of Company; Duplication, Conversion or Division of the Ordinary and Preferred Ordinary Stocks of the Company; Increase of Nominal Amount of Capital; Additional Capital; New Railway No. 2 and the Passenger Station at Nottingham may be Separate Undertakings with Separate Capital, &c.; Power to make Agreements with Great Western Railway Company; Vesting Nottingham Station in Joint Committee of Company and Great Northern Railway Company; Incorporation of Joint Committee; Raising of Capital, &c.; Amendment of Acts; and other Purposes.)

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

To empower the Manchester, Sheffield and Lincolnshire Railway Company (hereinafter called "the Company") to make and maintain the railways, deviation railway and works hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, or some of them, or some part or parts thereof (that is to say):—

A Railway (No. 1) situate wholly in the parish

of Chesterfield, in the county of Derby, commencing at a point on the north side of Hollis-lane, Chesterfield, in the centre of the gateway leading to the Broad Oaks Iron Works, of Messrs. Markham and Co., Limited, and terminating by a junction with the Company's Chesterfield and Heath Branch Railway, at a point on that railway, distant $3\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction along that railway, from the centre of the Lancashire, Derbyshire, and East Coast Railway, where that railway crosses the railway viaduct of the Company.

A Railway (No. 2) situate in the counties of Northampton and Oxford, commencing by a junction with the Extension to London Railway of the Company, now in course of construction, in the parish of Eydon, in the county of Northampton, at a point 110 yards or thereabouts, measured in a south-easterly direction along that railway from the centre of the occupation bridge under that railway, situate in a field numbered 9 in the said parish on the ordnance map of Northampton (scale $\frac{1}{25000}$), and terminating by a junction with the Oxford and Birmingham Branch of the Great Western Railway, in the parish of Warkworth, in the county of Northampton, at a point 100 yards or thereabouts, measured along the said branch railway in a northerly direction from the centre of the bridge carrying the road from Banbury to Grimsbury Mill over the said branch railway;

The intended Railway No. 2 will pass from, through or into the following parishes, townships or places, or some of them—Eydon, Canon's Ashby, Moreton Pinkney, Culworth, Thorpe Mandeville, Cropredy, Edgecote, Wardington, Chalcombe, Banbury, Neithrop and Warkworth, all in the counties of Northampton and Oxford;

A deviation of Railway No. 7, authorised by the Manchester, Sheffield, and Lincolnshire Railway Act, 1895 (hereinafter called "the Act of 1895"), wholly in the parish of Gotham, in the county of Nottingham, commencing by a junction with the authorised Railway No. 7, at or near a point marked 7 furlongs, upon the plans of that railway, deposited in the month of November, 1894, with the Clerk of the Peace for the county of Nottingham, with reference to the Act of 1895, and terminating at the point marked on the said deposited plans as the termination of the said Railway No. 7.

To empower the Company to abandon so much of the said authorised Railway No. 7 as is rendered unnecessary by the construction of the intended deviation of that railway.

To empower the Company to make and maintain the new streets or roads hereinafter described; or some of them or some part thereof, viz.:—

In the county of the town of Nottingham:—

(1) A new street in substitution for the road diversion in the parish of St. Mary, Nottingham, shown upon sheets 5 and 5B on the plans of 1891 (Railway No. 1), commencing by a junction with Melbourne-street, in the town of Nottingham, at a point 1 chain or thereabouts, measured in a northerly direction from the junction of Peachey-street with Melbourne-street, and terminating in the said parish of St. Mary, at the junction of St. Ann's-street with Windsor-street.

(2) A new street, commencing by a junction with the New Street No. 1 before described,

at or near the junction of Brunswick-street with William-street, and terminating by a junction with Glasshouse-street at or near the junction of Milk-street with Glasshouse-street.

To empower the Company to abandon the road diversions in the parish of St. Mary, Nottingham, shown upon sheets 5 and 5B on the said plans of 1891 (Railway No. 1).

To empower the Company to stop up, alter, or divert the roads and paths hereinafter described, and to discontinue the same as public roads or streets.

In the county of the town of Nottingham:—
Brunswick-street and Cairns-street, in the said parish of St. Mary.

In the county of Leicester:—

(1) A public footpath in the parish of Barrow-upon-Soar, passing along the north-western fence of the field numbered 54 in that parish on the plans of 1891 (Railway No. 1), commencing at a point on that path 1 chain or thereabouts, measured in a northerly direction along that path from the centre line of the railway where it crosses that path, and terminating at a point on that path 10·5 chains or thereabouts, measured along that path in a southerly direction from the said point of crossing of the centre line of the said railway;

(2) A public footpath in the parish of Barrow-upon-Soar, passing along the southern fence of the plantation numbered 52 in that parish on the plans of 1891 (Railway No. 1), commencing at a point in that path 1·5 chains or thereabouts, measured in a westerly direction along that path from the centre line of the railway where it crosses that path, and terminating at a point in that path 12·5 chains or thereabouts, measured along that path in an easterly and southerly direction from the said point of crossing of the centre line of the railway;

(3) A public footpath leading from Dunton Bassett to Ashby Magna, in the parish of Ashby Magna, passing through the fields numbered 30 and 32 in that parish on the plans of 1891 (Railway No. 2) commencing at a point on that footpath 1·5 chains or thereabouts, measured along that path in a westerly direction from the centre line of the railway where it crosses that footpath, and terminating at a point in that path 14 chains or thereabouts, measured along that path in an easterly direction from the said point of crossing of the centre line of the said railway.

In the county of Leicester, and county of the borough of Leicester:—

(4) A public footpath in the parish of Leicester Abbey, passing along the south side of the southern fence of the field No. 14 in that parish on the plans of 1891 (Railway No. 1), commencing at the junction of that path with the public road known as Abbey-lane in that parish, and terminating at a point on the same path 1·5 chains or thereabouts, measured in a south-westerly direction along that path from the centre line of the railway where it crosses that path.

In the county of Warwick:—

(5) A public right of way leading from Clifton-upon-Dunsmore to Brownsover, passing through the field numbered 7 in the parish of Brownsover on the plans of the Deviation Railway No. 2, deposited in the month of November, 1893, with the Clerk of the Peace for the county of Warwick, in

respect of the Manchester, Sheffield, and Lincolnshire Railway Act, 1894 (hereinafter called "the Act of 1894") (which plans are hereinafter called "the plans of 1893"), commencing at a point on that right of way 5 chains or thereabouts, measured along that right of way in an easterly direction from the centre line of the railway where it crosses that right of way, and terminating at a point on that right of way 6 chains or thereabouts, measured along that right of way in a westerly direction from the said point of crossing of the centre line of the said railway;

(6) A public footpath in the parish of Brownsover, passing through the fields numbered 7 and 8 in that parish on the plans of 1893 (Deviation Railway No. 2), commencing at a point on that path half a chain or thereabouts, measured along that path in an easterly direction from the centre line of the railway where it crosses that path, and terminating at a point on that path 13·5 chains or thereabouts, measured along that path in a south-westerly direction from the said point of crossing of the centre line of the said railway;

(7) A footpath in the parish of Willoughby, commencing by a junction with the existing public footpath where it joins the public road from Dunchurch to Daventry, at a point 207 yards or thereabouts, measured in a south-easterly direction along that road from the intersection of that road with the public road leading from Willoughby to Barby, and terminating by a junction with the said road leading from Willoughby to Barby, at a point 290 yards or thereabouts, measured along that road in an easterly direction from the point of intersection before described.

In the descriptions of the roads and paths hereinbefore described, the expression "plans of 1891" means the plans deposited in the month of November, 1891, with the clerks of the peace of the respective counties hereinbefore mentioned, with reference to the Manchester, Sheffield, and Lincolnshire Railway (Extension to London, &c.) Act 1893 (in this notice called the Extension to London Act), and the expression "centre line of the railway" means the centre line of the railway shown on the plans of 1891 where it passes through the parishes hereinbefore mentioned.

To make such provision for the appropriation by the Company of the sites of any roads or paths diverted or stopped up under the powers of the intended Act, with or without compensation in respect thereof, and subject to such conditions as the intended Act may prescribe.

To empower the Company to acquire, by compulsion or agreement, lands and buildings in the several parishes and places aforesaid, for the purposes of the intended railways, deviation railway and other works, and other lands and buildings.

To empower the Company to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, gas, water, pneumatic and other pipes, telegraph and telephone wires and apparatus, sewers, drains, and watercourses, within or adjoining the aforesaid parishes and other places, or any of them, which it may be necessary to cross, stop up, interfere with, alter or divert for the purposes of the intended railways, deviation railway and works,

or any of them, or other purposes of the intended Act.

To empower the Company, notwithstanding anything contained in Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and acquire, by compulsion or agreement, parts of any lands, houses, buildings, manufactories or other premises, or any vaults, cellars, arches, or offices attached to or belonging to the same, without being required or compelled to purchase the whole of any such lands, houses, buildings, manufactories or premises, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and premises.

To empower the Company to deviate from the lines and levels of the intended railways and deviation railway, as shown on the deposited plans and sections, to such an extent as may be prescribed by the intended Act.

To empower the Company to underpin and otherwise secure or strengthen any houses or buildings which may be rendered insecure or be affected by the intended railways, deviation railway or works, which houses and buildings may not be required to be taken for the purposes thereof.

To empower the Company, for purposes in connection with their undertaking, to purchase by compulsion or agreement and to apply funds for those purposes, or to confirm any contract or agreement entered into or to be entered into for the purchase or acquisition of all or some of the following lands or properties shown on the plans to be deposited as hereinafter mentioned, or some part thereof, namely:—

County of Nottingham:—

Certain lands, in the parish of Kirkby-in-Ashfield, adjoining the railway of the Company, belonging or reputed to belong to the Reverend Thomas Woodman.

County of the town of Nottingham:—

Certain lands, houses and buildings situate on the eastern side of Melbourne-street, in the parish of St. Mary, between Bywell-street and Charlotte-street.

Certain lands, houses and buildings situate on the eastern side of Glasshouse-street, in the said parish of St. Mary, between Milk-street and Howard-street.

County of London:—

Certain lands, houses and buildings in the parish of St. Marylebone, abutting on Capland-street, near to where Stamford-street joins Capland-street, and bounded on the northerly and westerly sides by property belonging to the Company.

To extend the time limited by the Extension to London Act for the completion of Railways 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, 16, and 17, and the widenings (1 and 2) authorised by and described in Section 5 of that Act, and the new roads 1, 2, 3, 4, 5, 6, and 7, authorised by and described in Section 10 of that Act.

To extend the time limited by the Act of 1894, for the completion of the works authorised by and described in Sub-sections 8 and 9 of Section 4 of the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1883.

To extend the time limited by the Act of 1895, for the completion of the railways authorised by the Wirral Railway Certificate, 1883 (other than the railways and portion of railway by the Wirral Railway Act, 1888, directed to be abandoned), and also of the railways authorised by the Wirral Railway Act, 1884; the Wirral Railway Act, 1885; and the Wirral Railway Act, 1888 (other than the

Railway (No. 6) authorised by the Wirral Railway Act, 1885, and by the Wirral Railway Act, 1888, directed to be abandoned), and the Wirral Railway Act, 1890.

To extend the time limited by the Act of 1895, for the completion of the railways authorised by and described in Section 8 of the Cheshire Lines Act, 1890.

To extend the time limited by the Act of 1895, for the exercise of the powers granted to the Wrexham Mold and Connah's Quay Railway Company to form junctions with the London and North Western Railway Company, near Connah's Quay, in the county of Flint, authorised by and described in Sub-sections 8 and 10 of Section 4 of the Wrexham, Mold, and Connah's Quay Railway Act, 1882.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1896, for the completion of the widening and improvement of the main line of the Company between Gorton and Hyde-junction, authorised by the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1866, and described in Sub-section 1 of Section 4 thereof.

To extend the time limited by the Act of 1895, for the compulsory purchase of lands for and completion of the Railways 2, 3, 4, and 5, authorised by and described in Section 5 of the Manchester, Sheffield, and Lincolnshire Railway (New Railways) Act, 1888.

To extend the time limited by the Act of 1894 for the compulsory purchase of lands for Railway No. 2, authorised by and described in Section 4 of that Act.

To extend the time limited by Section 37 of the Act of 1894 for the sale of all or any of the superfluous lands of the Company, and to confer upon the Company further powers with reference to the retention, sale, or disposal of such lands, and to alter, amend, and extend, with reference thereto, the provisions of the Lands Clauses Acts.

To empower the Company to levy tolls, rates, and charges upon or in respect of the said intended railways, deviation railway, and works; to alter existing tolls, rates, and charges; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

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

To change the name of the Company and to make all necessary provisions with reference thereto.

To authorise or provide for the compulsory duplication, conversion, or division of the ordinary and preferred ordinary stocks of the Company, or some or one of them or some part thereof, into stock of such classes or denominations, of such amounts, and bearing such rates of interest or dividend, and with such preferential rights to dividend, fixed, varying, or otherwise, as may be prescribed in or provided for by the intended Act, or by any scheme to be prepared under the authority of the intended Act for the duplication, conversion or division of such stocks; and to authorise the making and carrying into effect by the Company of any such scheme; and, if thought fit, to sanction and confirm any such scheme made before the passing of the intended Act.

To provide for the surrender and cancellation of the stocks to be duplicated, converted, or divided as aforesaid, and the certificates thereof; and for the issue to and acceptance by the holders thereof of the new stock to be issued under the provisions of the intended Act, or of

ny such scheme as aforesaid, and of certificates for such new stock.

To require and enable trustees; executors, and any other persons under disability, to accept new stock in lieu of stocks to be duplicated, converted, or divided as aforesaid.

To empower the Company, for the purposes of such duplication, conversion or division, to increase the nominal amount of their capital, and to create and issue new stocks, and to attach thereto such rights (including the right of voting at meetings of the Company), privileges, exemptions, and advantages as may be found desirable, or be prescribed by the intended Act.

To provide for the registration in the books of the Company of such new stocks, and the holders thereof, and for the payment to the Company of fees and charges for or in respect of such duplication, conversion, and registration, and the issue of new certificates, and other purposes of the intended Act.

To regulate the mode in which the accounts of the Company shall be kept, and their dividends declared, and returns made to the Board of Trade in respect of or having regard to such new stocks, and to make other provisions and regulations in relation to such matters.

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

To provide, if deemed expedient, for the formation of the intended Railway (No. 2), and the capital to be raised for the purposes thereof into a separate Undertaking of the Company, and to make all needful provisions for the management and maintenance of such separate Undertaking, and for raising a separate capital for the purposes thereof, and otherwise with respect thereto; and to authorise the Company to guarantee or otherwise secure the payment, out of their general revenues or funds, or otherwise, of such annual rent or sum, dividends or interest on such separate capital or other periodical payment, as they may think fit, or the intended Act may prescribe; and to create and issue debentures, preference, or other shares or stock having special priorities and rights or privileges in respect of such separate capital, or any part thereof; and to authorise agreements between the Company and the Great Western Railway Company with reference to the construction, maintenance, management, working and use of such separate Undertaking, and to confirm and give effect to any such agreement which may be made prior to the passing of the intended Act.

To provide, if deemed expedient, for the constitution of the passenger station at Nottingham (of which the Great Northern Railway Company are, under the provisions of an agreement, scheduled to the Extension to London Act, entitled to become joint owners with the Company), and the capital to be raised for the purposes thereof into a separate undertaking, and to make all needful provisions for the management and maintenance of such separate undertaking, and for raising a separate capital for the purposes thereof, and otherwise with respect thereto; to incorporate a committee (hereinafter referred to as the joint committee) of the Company and the Great Northern Railway Company (hereinafter referred to as the two

Companies), for those purposes, to be constituted in such manner and with such powers as the intended Act may prescribe; and to authorise the Company in respect of their share of or contribution to the said capital, or the two Companies jointly or severally, to guarantee or otherwise secure the payment, out of their general revenues or funds, or specially out of the revenues arising in respect of the use of the station, or otherwise, of such annual rent or sum for the use of the said station, or of dividends or interest on such separate capital, or other periodical payment as they respectively may think fit, or the intended Act may prescribe, and to create and issue debentures, preference, or other shares or stock having special priorities and rights or privileges in respect of such separate capital, or any part thereof.

To provide for the appointment of members of such joint committee and their officers and servants, and for the management of the station; to enable such joint committee to lease the station to the two Companies in perpetuity, or otherwise, on such terms and conditions as the intended Act may prescribe.

To empower the Company, in respect of their share of or contribution to the capital in the separate undertaking, or the two Companies jointly or severally, for all or any of the purposes of the construction of the station or of the joint committee, to increase their capital and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, or to provide that any capital so raised shall be separate capital.

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

To alter, amend, extend, and enlarge and, if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal) that is to say: 12 and 13 Vic., cap. 81, and all other Acts relating to the Company; the Cheshire Lines Act, 1867, and all other Acts relating to the Cheshire Lines Committee; the Wirral Railway Certificate, 1883, and all Acts relating to the North Wales and Liverpool Railway Committee; the Wrexham, Mold and Connah's Quay Railway Act, 1882, and all other Acts relating to the Wrexham, Mold and Connah's Quay Railway Company; the Great Northern Railway Act, 1846, and all other Acts relating to the Great Northern Railway Company.

And notice is hereby further given, that maps, plans and sections of the railways, deviation railway and works proposed to be authorised by the intended Act, and plans of the lands, houses, and other property proposed to be taken under the powers thereof, with books of reference to those several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses and other property, and a copy of this notice as published in the "London Gazette," will be deposited, on or before the 30th day of November instant, for public inspection, as follows, that is to say:—As relates to works and lands in the county of Nottingham, with the clerk of the peace for that county, at his office at Nottingham; as relates to works and lands in the county of the town of Nottingham, with the clerk of the peace for that county, at his

office at Nottingham; as relates to works and lands in the county of Northampton, with the clerk of the peace for that county, at his office at Northampton; as relates to works and lands in the county of Oxford, with the clerk of the peace for that county, at his office at Oxford; as relates to works and lands in the county of Derby, with the clerk of the peace for that county, at his office at Derby; as relates to works and lands in the county of Leicester, with the clerk of the peace for that county, at his office at Leicester; as relates to works and lands in the county of Warwick, with the clerk of the peace for that county, at his office at Leamington; as relates to lands in the county of London, with the clerk of the peace for that county, at his office at the Sessions House, Clerkenwell.

And a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the railways, deviation railway and works are intended to be made, or within which lands, houses and other property proposed to be taken are situate, and also a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, as follows:—As relates to the parish of St. Marylebone, with the vestry clerk of that parish, at his office at the Court House, Marylebone-lane; and as relates to other parishes, other than rural parishes, with the parish clerk of each such parish, at his residence; as relates to rural parishes, with the clerk or chairman of the parish council of each such parish, at the office of the parish council; and in the case of any extra-parochial place, with the parish clerk or clerk or chairman of the parish council of some parish immediately adjoining thereto, at the residence of that parish clerk or the office of that parish council.

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

Dated this 16th day of November, 1896

R. B. M. LINGARD-MONK, 7, Victoria-street, Westminster, and Manchester, Solicitor for the Bill.

Board of Trade.—Session 1897.

Rottingdean and Ovingdean and District
Electric Lighting.

Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1890, for a Provisional Order to authorise the Rottingdean Electric Lighting and Power Company, Limited, to supply electricity for public and private purposes in the townships of Rottingdean, Ovingdean and Woodendean in the county of Sussex, which townships are within the District of the Rural District Council of Newhaven Union; Power to construct Works, to acquire Lands, to make charges, to make arrangements with local authorities to open streets and lay electric lines; Transfer of powers and other purposes.

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the Rottingdean Electric Lighting and Power Company, Limited, whose registered offices and address are at Messrs. New and Mayne's Electric Lighting Station at Rottingdean, in the county of Sussex (who are hereinafter called "the Undertakers") for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1890, for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers, for such

period as may be prescribed, to produce, store, sell and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the townships of Rottingdean, Ovingdean and Woodendean, all which townships are within the district of the Rural District Council of Newhaven Union (hereinafter called "the area of supply"). It is proposed that electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets, that is to say:—

East-lane, High-street, Allotment-road, Park-place, West-street, The Gap, and part of Brighton-road, in the parish of Rottingdean.

The Undertakers also propose to break up the following streets or roads within the area of supply which are not repairable by the local authority:—

Park-place, Rottingdean.

Road (not named) from High-street, Rottingdean, to Vicarage-lane.

Riflebutt-road, Blackrock.

Road from High-street, Ovingdean, to Golf Links.

Road running from Ovingdean to Woodendean East and West.

Footpath, Ovingdean to Rottingdean.

Footpaths, Rottingdean to Brighton-road.

Footpath, Brighton-road to Ovingdean.

Road, Rottingdean to Balsdean.

2. To authorise the Undertakers to purchase, hold or acquire or take on lease any lands or easements in lands for the purposes of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, alter, renew and maintain on land belonging to or leased by the Undertakers within the area of supply such central and other stations, buildings and works for the generation, storage, supply and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes and other apparatus and works for the supply and distribution of electricity in, through, under, over, along or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, re-lay, divert, and alter sewers, drains, mains, and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licenses in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell and supply meters, lamps, appliances, machinery and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company, or person, to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To provide for the transfer by the Undertakers (with the consent of the Board of Trade)

to any other company, body or person, of all or any of the powers, duties and liabilities conferred or imposed upon them by the Order.

8. To empower the Undertakers to make charges and levy rates, and recover rents and charges for the supply of electricity and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

9. To confer upon the Undertakers and incorporate in the Order all or any of the powers of the Electric Lighting Acts, 1882 and 1890, and such other powers, rights and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

Notice is hereby given that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited and of the Order, if and when made, can be obtained at the offices of the Company at Rottingdean aforesaid, and also at 3, Delahay-street, Westminster, London, S.W., the office of the undersigned Solicitor for the Order, at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given that a map showing the boundaries of the said area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th November next for public inspection, at the office of the Clerk of the Peace for the County of Sussex, at Lewes in the same county; and at the office of the Clerk to the Rural District Council of Newhaven Union, at Lewes aforesaid; and at the office of the Clerk to the Rottingdean Parish Council at Rottingdean aforesaid.

And notice is also hereby 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, Whitehall, S.W., marked on the outside of the cover enclosing it, "Electric Lighting Acts" on or before the 15th day of January next.

A copy must at the same time be sent to the undersigned Solicitor.

Dated this 19th day of November, 1896.

J. L. Higgs, 3, Delahay-street, Westminster, S.W., Solicitor.

In Parliament.—Session 1897.

Birmingham, North Warwickshire, and Stratford-upon-Avon Railway.

(Extension of Time for Completion of Authorized Railway; Running Powers over portions of Manchester, Sheffield, and Lincolnshire Railway and Metropolitan Railway; Working Agreements with other Railway Company; Confirmation of Agreements; Repeal and Amendment of Acts; and other Purposes.)

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

To extend the time limited by the Birmingham, North Warwickshire, and Stratford-upon-Avon Railway Act, 1894, for the compulsory purchase of lands for and for the completion of so much of the railway and works authorized by that Act as was not abandoned by the Birmingham, North

Warwickshire, and Stratford-upon-Avon Railway Act, 1895.

To empower the Company and any Company or persons for the time being working or using the railway of the Company or any part thereof to run over, work, manage, and use with their engines and carriages for the purpose of traffic of every description and with their clerks officers and servants upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or provided for by the intended Act the railway, portions of railways and stations following, that is to say:—

So much of Railways numbers 3 and 4 authorized by the Manchester, Sheffield, and Lincolnshire Railway (Extension to London) Act 1893 as is situate to the south of the East and West Junction Railway.

Railway No. 6 and Railway No. 7 authorized by the Manchester, Sheffield, and Lincolnshire Railway (Extension to London) Act, 1893.

So much of the Metropolitan Railway as is situate between the junction therewith of Railway No. 4 authorized by the Manchester, Sheffield, and Lincolnshire Railway (Extension to London) Act, 1893 and Baker-street Station, including that station.

Together with all stations, booking offices, warehouses, landing places, platforms, water, watering places, and standing room for engines and carriages, sidings, works, and conveniences connected therewith.

To authorize the Company on the one hand, and the Metropolitan Railway Company on the other hand, to enter into, and carry into effect, agreements and arrangements for or with reference to the working, use, management, and maintenance of the authorized railways and works of the Company, or any part thereof, the supply of rolling and working stock and plant, and of officers and servants for the conduct of the traffic on the railways of the Company, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective Undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, and the conditions to be performed by any or either of the contracting Companies to the other of them for all or any of the purposes of the respective contracts or agreements, and the intended Act will sanction and confirm any such contract or agreement already made, or which, prior to the passing of the intended Act, may be made with respect to all or any of the matters aforesaid.

To confirm, give effect to, and make binding on the Companies parties thereto any agreement or agreements which have been, or which, prior to the passing of the intended Act shall have been or shall be entered into between the Company on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company on the other hand, and to provide for the carrying into effect of any such agreement or agreements.

To repeal and render null and void Section 11 of the Birmingham, North Warwickshire, and Stratford-upon-Avon Railway Act, 1896.

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 Land Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Consolidation Act, 1863, and any other Acts amending the same, and will alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purpose of the intended Act, that is to say:—The Birmingham, North Warwickshire, and Stratford-upon-Avon Railway Act, 1894; the Act 9 and 10 Vict. cap. 268, relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the Metropolitan Railway Act, 1854, and all other Acts relating to the several Companies hereinbefore mentioned or referred to, and their respective Undertakings.

And notice is hereby further given, that on or before the 21st day of December, 1896, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1896.

FORSYTH and BETTINSON, 63, Temple-row,
Birmingham, Solicitors for the intended
Act.

J. D. TETLEY, 16, Parliament-street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1897.

Walton-on-Thames Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1890, for a Provisional Order to authorise the Walton-on-Thames Electric Lighting and Power Company, Limited, to supply Electricity for Public and Private purposes in the Townships of Walton-on-Thames, Hershams and Oatlands in the District of the Urban District Council of Walton-on-Thames; Power to Construct Works, to Acquire Lands, to make Charges, to make Arrangements with Local Authorities, to open Streets and Lay Electric Lines; Transfer of Powers; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December next by the Walton-on-Thames Electric Lighting and Power Company, Limited, whose registered offices and address are at Clark's Boathouse, Walton-on-Thames, in the county of Surrey (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1890, for all or some of the following purposes, that is to say:—

1. To authorise the said Undertakers, for such period as may be prescribed, to produce, store, sell and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the townships of Walton-on-Thames, Hershams and Oatlands, which townships are within the district of the Urban District Council of Walton-on-Thames (hereinafter called "the area of supply"). It is proposed that electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets or parts thereof, that is to say:—

High-street, Church-street, Bridge-street and Thames-street, in the township of Walton-on-Thames.

The Undertakers also propose to break up the following streets or roads within the area of supply which are not repairable by the local authority:—

Winchester-road, Churchfield-road, Ashley-terrace, footpath from Ashley-terrace to Church-street, Sunbury-lane, road (not named) from Terrace-road parallel to Sunbury-lane, Sandy-lane, Cottimore-lane, Sidney-road, Crutchfield-lane, Bowes-road, road from railway station to Stompond-lane, America-road, Church-road, St. George's-avenue, Old-avenue, Egerton-road, Bridgewater-road, Ellesmere-road, Burwood-park-road, Thistlecroft, Falmouth-road, Devon-road, Albany-road, Ryden's-grove, Arch-lane, Green-lane, Thrapp's-lane, Snelling's-road, Mill's-road, Faulkner's-road, a road (unnamed) from Ryden's-lane to Bowes-road.

The rivers and canals which the Undertakers propose to take powers to cross over, along, across or under, are as follows:—

River Thames, Engine River, River Mole.

The railways which the Undertakers propose to take powers to break up or pass over, along, across or under, are as follows:—

The London and South Western Railway from Esher to Weybridge.

2. To authorise the Undertakers to purchase, hold or acquire, or take on lease any lands or easements in lands for the purpose of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain on land belonging to or leased by the Undertakers within the area of supply, such central and other stations, buildings and works for the generation, storage, supply and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes and other apparatus and works for the supply and distribution of electricity in, through, under, over, along or across all streets, bridges, highways, lanes, roads, thoroughfares, railways tramways, waterways, public passages and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, relay, divert and alter sewers, drains, mains and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licenses in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell and supply meters, lamps, appliances, machinery and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company or person, to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To provide for the transfer by the Undertakers (with the consent of the Board of Trade) to any other company, body or person of all or any of the powers, duties and liabilities conferred or imposed upon them by the Order.

8. To empower the Undertakers to make charges and levy rates and recover rents and charges for the supply of electricity and for the use of any machines or apparatus in connection

therewith, and to define and limit the prices to be charged for such supply.

9. To confer upon the Undertakers and incorporate in the Order all or any of the powers of the Electric Lighting Acts, 1882 and 1890, and such other powers, rights and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

Notice is hereby given that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof, when deposited, and of the Order, if and when made, can be obtained at the offices of the Company at Walton-on-Thames, and also at 3, Delahay-street, Westminster, London, S.W., the office of the undersigned Solicitor for the Order, at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given that a map, showing the boundaries of the said area of supply, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th November next, for public inspection, at the office of the Clerk of the Peace for the county of Surrey, at his offices at Kingston-on-Thames, and at the office of the Clerk to the Urban District Council of Walton-on-Thames.

And notice is also hereby 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, Whitehall, S.W., marked on the outside of the cover inclosing it, "Electric Lighting Acts," on or before the 15th day of January next.

A copy must at the same time be sent to the undersigned Solicitor.

Dated this 19th day of November, 1896.

J. L. HIGGS, 3, Delahay-street, Westminster, S.W., Solicitor.

Board of Trade.—Session 1897.

Bexhill Urban District Council Electric Lighting.

(Provisional Order.)

(Power to Bexhill Urban District Council to Supply Electricity within their District; Breaking Up of Streets, Roads, &c.; Purchase, &c., of Lands; Rates, &c.; Agreements and Provisions as to Supply of Electricity; Transfer of Powers, &c.; Incorporation of Acts, &c., &c.)

NOTICE is hereby given, that the Urban District Council of Bexhill (hereinafter called "the Council," and whose address is Station-road, Bexhill) intend to apply to the Board of Trade 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 Council 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, footpaths, railways, tramways, rivers, canals, towing-paths, 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 under ground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things, and to confer all such other powers upon the Council as may be necessary for effecting the objects of the proposed undertaking.

2. To authorise the Council to manufacture, purchase, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, and other matters or things required for the purposes of the Order, 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 Council 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 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 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.

5. To authorise the Council to enter into and fulfil contracts and agreements with 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 Council to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest thereon upon the district fund and general district rate of the district of the Council, and to empower the Council to apply any of their corporate funds to any of the purposes of the Order, and to provide for the disposal and application of the revenue arising from the undertaking.

8. To make provision with respect to the transfer of the power, duties, and liabilities and works of the Council, under the Order, to any company or person.

9. To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works, and to the Council 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 any Acts amending or extending the same, and of the Acts or portions of Acts incorporated therewith, and of the Public Health Act, 1875.

10. The area of supply for the purposes of the Order will be the urban district of Bexhill, in the county of Sussex, and it is proposed to place electric lines within a specified time in, over, under, or along the following streets and other places (that is to say):—

Sea-road, Marine - parade, Marina, St. Leonards-road, Devonshire-road, Station-square, Upper Station-road, Station-road, High-street, and Hastings-road.

11. It is proposed by the Order to empower the Council to break up the following railways, namely :—

Dorset-road crossing of the London, Brighton, and South Coast Railway, Sackville-road Railway Bridge, and Sea-road Railway Bridge, and the following streets and roads not repairable by the Council, namely :—Lower Marine-parade, Marine-parade, Marina, Western-road, Parkhurst-road, road from Station-square to Sea-road, road from Lamington-road to Middlesex-road, Cantelupe-road, road from Lower Marine-parade to Marina, road from Lower Marine-parade to Sackville-road, road from Marina to Western-road, Cornwall-road, Sackville-road, Linden-road, Albany-road, Lanington-road, Middlesex-road, Bolebrook-road, Dorset-road, Hamilton-road, Reginald-road, Windsor-road, Amherst-road, Clifford-road, Station-road North, St. David's-avenue, St. George's-road, Crommere-avenue, Springfield-road, Alexandra-road, Fairmount-road, Elmstead-road, Dorset-road, Buckhurst-road, Victoria-road, Albert-road, De La Warr-road, Salisbury-road, Beaconsfield-road, and Reginald-place.

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, 1896, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the undermentioned Clerk to the Council 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, 1897, and a copy of such objections must also be forwarded to the undersigned clerk to the Council, or to the undersigned Parliamentary Agents.

Dated this 17th day of November, 1896.

FRED. A. LANGHAM, Bexhill, Clerk to the Bexhill Urban District Council.

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

Board of Trade.—Session 1897.

Dudley Corporation Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Corporation of Dudley within the Borough of Dudley; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets, Bridges, Railways, and Tramways; the Laying Down and Erection of Electric Lines, Pipes, Wires, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts and the Transfer of the Undertaking; the Borrowing of Money; and other matters.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Dudley (who are hereinafter called the Corporation, and whose address is the Town Hall, Dudley), 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 authorise the Corporation to produce, store, supply, sell, and distribute electricity for public and private purposes as defined by the said Acts within the borough of Dudley (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 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, apparatus, and other works or things required for the purpose of enabling the Corporation to supply, produce, store, convey, transmit, or distribute electricity within the area of supply, and to confer all such other powers upon the Corporation as may be necessary for effecting the objects of the proposed undertaking.

4. To authorise the Corporation to manufacture, purchase, hire, sell, and let meters, lamps, accumulators, 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, measuring, and using, 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 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 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 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.

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:—Castle Hill-road, Castle-street, Market-place, High-street, Upper High-street, and Queen's Cross.

The following are the bridge and tramways which the Corporation propose to take powers to break up:—

The bridge carrying Castle-hill over the London and North Western Railway and the Great Western Railway; and the tramways of the Dudley and Stourbridge Tramway Company, Limited; the Dudley, Sedgely, and Wolverhampton Tramway Company, Limited; the South Staffordshire Tramway Company, Limited; and the Birmingham and Midland 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 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 Worcester, at Worcester, in the said county, and at the Town Clerk's office, in the borough of Dudley.

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, 1897, and a copy of such objection must also be forwarded to the undermentioned Town Clerk or Parliamentary Agents.

Dated the 10th day of November, 1896.

EDWARD MARCUS WARMINGTON, Town Clerk,
Dudley.

SHARPE, PARKER, PRITCHARDS, and BARNHAM,
9, Bridge-street, Westminster, Parlia-
mentary Agents.

Board of Trade.—Session 1897.

Morley Corporation Electric Lighting.
(The Production, Storage, and Supply of Elec-
tricity by the Mayor, Alderman, and Bur-

gesses of the Borough of Morley, within the Borough of Morley; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking up and Interference with Streets; the Laying Down and Erection of Electric Lines, Pipes, 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 Morley (who are hereinafter called the Corporation, and whose address is the Town Hall, Morley), 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 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 Morley, in the West Riding of the county of York (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 purposes of the undertaking, and to empower the Corporation to sell or dispose of any lands not required for 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, 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 authorise the Corporation to manufacture, purchase, hire, sell, and let lamps, accumulators, meters, dynamos, fittings, plant, machinery, and other matters or things required for the purposes of the Order, and to acquire, work, and use patent rights for the producing, storing, controlling, distributing, and measuring, or otherwise relating to the supply of electricity.

5. To authorise the Corporation to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any 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 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 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.

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 district, and to empower the Corporation 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.

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:—Queen-street, Chapel-hill, and Church-street.

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 under-mentioned 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 West Riding of the county of York, at Wakefield, in the said county, and at the office of the town clerk of Morley.

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, 1897, and a copy of such objection must also be forwarded to the under-mentioned Town Clerk or Parliamentary Agents.

Dated the 17th day of November, 1896.

RICHARD BORROUGH HOPKINS, Town Clerk,
Morley.

SHARPE, PARKER, PRITCHARDS and
BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents,

In Parliament.—Session 1897.

Devonport Water.

(Repeal or Amendment of Section 14 of the Devonport Waterworks Act, 1893; Revival of Powers and Extension of Time for Completion of Works; Agreements with Lords of the Admiralty: Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Devonport Water Company (hereinafter called the Company), for leave to bring in a Bill for all or some of the following, among other purposes (that is to say):—

1. To repeal, either wholly or in part, or to alter and amend Section 14 of the Devonport Waterworks Act, 1893, containing provisions with reference to a supply of water in bulk by the Company to the Urban District Council of East Stonehouse (hereinafter referred to as the Council).

2. To revive the powers granted and to extend the period limited by the Devonport Waterworks Act, 1889, for the completion of the whole or any portion of the works authorised by that Act, and described in Section 4 thereof, under the letters (a) and (d), and being respectively an enlargement of the existing storage reservoir of the Company and a road.

3. To authorise the Company to enter into and carry into effect, contracts, agreements, and arrangements, with the Lords of the Admiralty, for or with respect to the supply by the Company to the said Lords of the Admiralty, or to any department at Devonport, under their jurisdiction or control, of water in bulk or otherwise, in such manner and under, and subject to, such terms, conditions, and stipulations, as may be agreed upon, and if need be, to sanction, confirm, and give effect to any such contract, agreement, or arrangement, and to alter, amend, extend, enlarge, or to repeal so far as may be necessary, Sections 20, 21, and 22, of the Act, 33 George III., cap. 85, intituled An Act for supplying the towns of Plymouth Dock, Stoke Damerell, Stonehouse, and the parts adjacent in the county of Devon, with water.

4. To confer all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would, in any manner, impede or interfere with the carrying into complete effect, any of the objects and purposes of the Bill, and to confer other rights and privileges.

5. To alter, extend, amend, or repeal the provisions, or some of the provisions, of the following Acts relating to the Company (that is to say): 33 Geo. III., cap. 85; the Plymouth Dock (Devonport) Waterworks Act, 1876; the Devonport Waterworks Act, 1889; the Devonport Waterworks Act, 1893; and the several other Acts and Provisional Orders relating to the Company and the Council respectively, and all other Acts and Provisional Orders which may in any way relate to or be affected by 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, 1896.

FOSTER JOHN BONE, 23, Ker-street, Devonport, Solicitor.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent,

In Parliament.—Session 1897.

Swansea Corporation Tramways.

(Purchase of Undertaking of Swansea Improvements and Tramways 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 the 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 Improvements and Tramways 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 all or some part of 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 of the tramways of the Corporation to the Tramway Company, for the working of all the above-mentioned tramways, for supplying electricity thereto, and in other respects in relation to the tramways of the borough.

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; and to make other provision in regard to the capital, management, and affairs of the Tramway Company.

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.

5. 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.

6. To authorise the Corporation to carry on the undertakings of the Tramway Company, and to renew, relay, maintain, improve, alter, and extend the existing tramways, and adapt the same for working by electrical or mechanical power, and to apply to the Corporation some or all of the provisions of the Acts and Provisional Order of the Tramway Company, or to alter, repeal, or re-enact all or some of such provisions.

7. 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 0·50 chain south-west of the intersection of the centre lines of Llangyfelach-street and Woodfield-street.

This tramway will be a 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 intersection 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 intersection of the centre lines of Banwell-street, Martin-street, and terminating by a junction with Tramway No. 11 in Woodfield-street, at a point 1·60 chains south of the intersection 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 intersection 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 intersection 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 intersection of the centre lines of Scyborfach-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 intersection of Gorse-road and Carmarthen-road, and terminating in the parish of Swansea Higher, at a point 4·85 chains north-west of the intersection 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 intersection 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 intersection 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 intersection 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 intersection 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, in the parish of Swansea, commencing by a junction with the existing tramway in Alexandra-road, at a point 50 chains or thereabouts north of the intersection of the centre lines at Trinity-place and Alexandra-road, passing along Trinity-place, Bellevue-street and Gower-street, and terminating in the last-named street by a junction with the existing tramway at a point 35 chains or thereabouts south-west of the intersection of the centre lines of Gower-street and Dynevor-street.

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 intersection of the centre lines of Christiana-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 intersection 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 intersection 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 intersection 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 intersection of the centre lines of Park-street and Union-street, and terminating by a junction with the existing tramway at the intersection 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 0·65 chain south-east of the intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 intersection of the centre lines of Page-street and Mansel-street to the point of intersection of the central lines of the said streets.

In Walters-road, between points ·75 chain east, and 2·75 chains west, respectively, of the intersection of the centre lines of Henrietta-street and Walters-road, and between points 2·75 chains east, and ·75 chains west respectively, of the intersection 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 intersection 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 intersection 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 intersection of the centre lines of Beach-street and St. Helen's-road, passing along Brynymor-road, Gorse-lane and Bryn-road, and ter-

minating in the last named road at a point 5 chains east of the intersection 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 intersection of the centre lines of the said roads.

In Gorse-lane, from a point 3·50 chains east of the intersection of the centre lines of White Ladies-road and Gorse-lane to the point of intersection 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 intersection of the centre lines of the said roads.

In Bryn-road, between points 3 chains east and ·50 chain west of the intersection 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 intersection 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 intersection 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 intersection 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 intersection of the centre lines of the said roads.

In Port Tennant-road, between points 1·10 chains and 7·60 chains east of the intersection of the centre lines of Farm-lane and Port Tennant-road; between points 4·80 chains and 8·30 chains east of the intersection of the centre lines of Margaret-street and Port Tennant-road; between points 3·70 chains and ·20 chain west of the intersection 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 intersection 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 intersection 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 intersection 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 intersection 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 0.70 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 intersection of the centre lines of Banwell-street and Martin-street, and 1.60 chains south of the intersection 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 intersection of the centre lines of Slate-street

and Woodfield-street to the termination of the tramway.

Tramway No. 11A, in Martin-street and Woodfield-street, on the east side thereof, between points 1.40 chains north of the intersection of the centre lines of Banwell-street and Martin-street, and 1.60 chains south of the intersection 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 Bellevue-street, on both sides thereof, from a point 1 chain south of the intersection of the centre lines of Bellevue-street and Trinity-place, to a point 1 chain north of the intersection of the centre lines of Bellevue-street and Gower-street.

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 intersection 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 intersection 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 intersection 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 270 chains east respectively of the intersection 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 intersection of the centre lines of Church-street and Port Tennant-road, to a point 110 chains east of the intersection of the centre lines of Middleton-street and Port Tennant-road.

In Port Tennant-road, on both sides thereof, between points 480 chains and 830 chains, respectively, east of the intersection of the centre lines of Margaret-street and Port Tennant-road.

In Port Tennant-road, on both sides thereof, from a point 350 chains west of the intersection of the centre lines of Ysgol-street and Port Tennant-road, to the termination of the tramway.

8. The tramways are intended to be constructed to a gauge of 4 feet $8\frac{1}{2}$ inches, and it is not intended to run thereon carriages or trucks adapted to run on railways.

9. 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.

10. 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 station, 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.

11. 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 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, the southern boundary of the Castle Foundry, 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, and to appropriate the same for the purposes aforesaid, for the purposes of the electric lighting undertaking of the Corporation, and for the erection of a destructor.

12. To enable the Corporation to acquire, hold, and use patent and other rights and licences.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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 intersection 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 intersection of the centres of Christina-street and St. Helen's-road, and terminating at the junction of Page-street with St. Helen's-road.
- (5) A widening of Port Tennant-road, on the south side thereof, wholly in the hamlet of St. Thomas and the 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.
- (6) 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.
- (7) 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 intersection of the centre of Bowen-street and Neath-road.
- (8) The widening of Castle-street for the whole length thereof, the diversion of Worcester-place for the whole length thereof, and the improvement of the approaches thereto, and of the adjacent streets within an area bounded on the north by College-street and Welcome-street, on the east by the Strand, on the west by Goat-street, and on the south by Temple-street and the Postern, and by a line to the Strand in continuation of the southern side of Temple-street and the Postern.

22. To empower the Corporation to purchase or acquire by compulsion or agreement for the purposes of the intended improvements, or other the purposes of the intended Act, lands, buildings, and hereditaments and easements, and rights in, under, or over any lands, buildings, and hereditaments 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.

23. 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 electrical apparatus.

24. 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.

25. 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.

To empower the Tramway Company to contribute to any street improvements.

27. To amend the provisions of the Swansea Corporation Act, 1889, and of the Public Health Acts in their application within the borough in regard to the making up and maintenance of new streets and roads.

28. To empower the Corporation to purchase or appropriate lands, and to erect, purchase, or take on lease, buildings, offices, lecture halls, examination halls, museums, and rooms for the use of the Welsh University Court, and for preservation of documents and articles of national and historical interest, and to furnish, fit up, and equip the same, and to enter into and to carry into effect agreements with the said Court, and other bodies and persons with reference to matters aforesaid.

29. To increase the borrowing powers of the Corporation for the purposes of their market undertaking, and to make other provisions in regard to that undertaking.

30. 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.

31. 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.

32. 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 Acts, 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; the Provisional Order relating to Swansea, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1893; and all other Acts relating to the Corporation and the Tramway Company.

33. 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 19th day of November, 1896.

JOHN THOMAS, Town Clerk, Swansea.

SIARPE, PARKER, PRITCHARDS, and
BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1897.

Dublin, Wicklow, and Wexford Railway (New Ross and Waterford Extension).

(Power to Make and Maintain New Railways and Works; Powers as to Crossing Navigable River Suir and Laying Warping Buoys, &c., and to Make Bye-Laws and to Enforce Penalties; Compulsory Purchase of Lands; Powers to enable Limited Owners, Public Works Loan Commissioners, and others to Subscribe, &c.; to Constitute New Railways, Separate Undertaking, or Undertakings, with Separate Capital; to raise Additional Capital; to Provide as to Ranking of same with Existing Capital of Company; Power to Company and Waterford, Limerick, and Western Railway, Waterford, Dungarvon and Lismore Railway, Fermoy and Lismore Railway, Fishguard and Rosslare Railways and Harbours, and Waterford and Central Ireland Railway Companies to enter into Working and other Agreements; and to certain of those Companies to Subscribe, Guarantee, and Raise Additional Capital in their Undertakings for Purposes of New Railways and Works; Running, Using, and Facility Powers with Reference to Waterford, Dungarvon, and Lismore Railway, and Waterford, Limerick and Western Railway; to Sanction Agreements; to Levy New and Alter Existing Tolls, Rates, and Charges; Payment of Interest out of Capital during Construction; to Provide as to Costs of Bill;

to Incorporate, Amend, and repeal Acts, &c., and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament by the Dublin, Wicklow, and Wexford Railway Company (hereinafter called "the Company") in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") to effect the objects or some of the objects following (that is to say):—

To enable the Company to make and maintain the railways following, or some of them, or some part or parts thereof, with all proper works, approaches, stations, junctions, sidings, bridges, roads, and conveniences connected therewith (that is to say):—

(1) A Railway No. 1, commencing at the termination of the New Ross extension of the Dublin, Wicklow, and Wexford Railway at Rosbercon, New Ross, at a point between the rails thereof adjoining the northern fence of the public road from New Ross to Rosbercon, in the county of Kilkenny, Parish of Rosbercon, and townland of Rosbercon, the said point being distant 318 yards, or thereabouts, from the northern corner of the eastern abutment of the public road-bridge over the River Barrow at New Ross measured in a westerly direction, and distant 303 yards, or thereabouts, from the south-west corner of the engine-house in the New Ross station yard of the Company, measured in a south-westerly direction, and terminating by a junction with the Waterford, Limerick, and Western Railway at Ferrybank, in the city of Waterford, and county of the city of Waterford, parish of Kilculliheen, and townland of Mountmisery, at the termination of the northern line of rails of the extension of the said Waterford, Limerick, and Western Railway to Ferrybank, adjoining Sion-row, the said point being distant 135 yards, or thereabouts, from the centre of the tower of the windmill of the said railway adjacent to Sion-row at Waterford, measured in an easterly direction.

Which intended Railway No. 1, and works and conveniences connected therewith, will pass from, in, through, or into the counties, parishes, townships, townlands, extra-parochial and other places following, or some of them (that is to say):—The counties of Kilkenny, Waterford, and city of Waterford; the city of Waterford; the parishes of Rosbercon, Shanbogh, Ballygurrin, Kilmakvoege, Kilcolumb, Rathpatrick, Kilculliheen, and Trinity Without; the townlands of Rosbercon, Raheen, Annaghs, Shanbogh Upper, Forestalstown, Ballyverneen, Carrickcloney, Aylwardstown, Rathinure, Rochestown, Ballyrowragh, Scartnamoe, Curraghmore, Luffany, Rathpatrick, Kilmurry, Drumdowney Lower, Gorteens, Rathculliheen, Abbeylands, Rockshire, Mount Sion, and Mountmisery; and the extra-parochial place of the bed and foreshore of the River Suir, and the extra-parochial place of the bed and foreshore of the River Barrow.

(2) A Railway No. 2, wholly situate in the city of Waterford, and in the county of the city of Waterford, parish of Kilculliheen, and townland of Mountmisery, commencing by a junction with the goods extension of the Waterford, Limerick and Western Railway to Ferrybank, at a point in the southern line of rails thereof, the said point being distant 78 yards, or thereabouts, from

the point in the centre of the said southern line of rails immediately under the northern face of the bridge carrying the mail-coach road from Waterford to New Ross over the said railway, measured along the said southern line of rails in a westerly direction, and terminating by a junction with the same southern line of rails at a point distant 15 yards or thereabouts, from a point in the centre of the said southern line of rails immediately under the northern face of the bridge, carrying the public road from Waterford to Clonmel over the said railway, measured along the said southern line of rails in an easterly direction.

Which intended Railway No. 2, and works and conveniences connected therewith, will pass from, in, through, or into the county, city, parish, townland, and other places following, or some of them (that is to say):—The city of Waterford, and county of the city of Waterford; the parish of Kilculliheen; and townland of Mountmisery.

- (3) A Railway No. 3, commencing in the townland of Newrath, in the parish of Kilculliheen, in the county of the city and county of Waterford, at a point in the southern main line of rails of the Waterford, Limerick, and Western Railway, distant 61 yards, or thereabouts, from the east corner of the junction signal cabin, measured in an easterly direction and 285 yards, or thereabouts, from the south corner of Newrath House, measured in a south-easterly direction, and terminating in the townland of Gibbet Hill, parish of Trinity Without, and county of the city of Waterford, by a junction with the railway of the Waterford, Dungarvan, and Lismore Railway Company, at a point distant 55 yards, or thereabouts, from a point in the centre of the line of rails of the said railway, immediately under the eastern key-stone of the first public road-bridge over the said railway, adjoining the Waterford Station, measured along the said rails in an easterly direction.

Which said intended Railway No. 3, and works and conveniences connected therewith, will pass from, in, through, or into the counties, city, parishes, townlands, extra parochial and other places following, or some of them (that is to say):—The city of Waterford, county of the city and county of Waterford; parishes of Kilculliheen and Trinity Without; and townlands of Newrath and Gibbet Hill; and the extra parochial place of the bed and foreshore of the River Suir.

- (4) A Railway No. 4, commencing in the townland of Mackmine, parish of Clonmore, and county of Wexford, by a junction with the main line of the Company at a point distant 517 yards, or thereabouts, from the centre of the face of the south abutment of the bridge carrying the said main line over the Pill, near Mackmine Castle, measured along the said main line of the railway in a southerly direction, and terminating in the townland of Mackmine, parish of Clonmore, and county of Wexford, by a junction with the Mackmine, Ballywilliam, and New Ross Branch of the Company's railway at a point in the said branch distant 550 yards, or thereabouts, measured in an easterly direction along the said branch, from the eastern face of the first public road-bridge from Mackmine Junction on the said branch.

Which said intended Railway No. 4, and works and conveniences connected therewith, will pass from, in, through, or into the county, parishes, townlands, and other places following, or some of them (that is to say):—The county of Wexford; the parishes of Ballyhoge and Clonmore; and the townlands of Mackmine and Ballyhoge.

To enable the Company to lay down and maintain warping-buoys, dolphins, and moorings in and on the bed and foreshore of the said River Suir above and below, or near to the bridge carrying Railway No. 3 over the said river, and to make bye-laws, rules, and regulations with reference to the time and mode of vessels passing through such bridge, and for enforcing the same by penalties or otherwise.

To enable the Company and the Commissioners for improving the port and harbour of Waterford, to enter into agreements and arrangements with reference to the crossing of the River Suir, and other matters connected therewith, or arising out of the objects and purposes of the Bill.

To deviate laterally from the line of the intended railways and works, or any of them, to the extent shown on the plans hereafter mentioned, or to be defined by the Bill, and also to deviate vertically from the levels shown on the sections hereafter mentioned to such extent as will be fixed by the Bill.

To cross, stop up, alter, divert, or otherwise interfere with or use, either temporarily or permanently, all public and other roads, streets, highways, tunnels, bridges, footpaths, ways, and rights-of-way, railways, tramways, telegraphic, telephonic, or electric wires or apparatus, canals, aqueducts, rivers, navigations, quays, piers, streams, sewers, drains, and watercourses within or adjoining to the aforesaid parishes, townships, townlands, and extra-parochial and other places, or any of them, which it may be necessary to cross, stop up, alter, divert, or use for the purposes of the intended railways and works or of the Bill, and to make provision for carrying the intended railways and works along, over, across on the level, or under railways, tramways, canals, public and other roads, on the line of the intended railways and works.

To enable the Company to purchase, by compulsion or otherwise, for the purposes of the intended railways and works, and of the Bill, lands, buildings, houses, and other property, and also easements over lands, or streets, or roads, for the purposes of the Bill, or any of them, and to alter, vary, and extinguish all existing rights and privileges connected with such lands, houses, buildings, and property, streets, and roads, which would in any manner impede or interfere with the construction, maintenance, or use of the intended railways and works, or any part thereof, or prevent the carrying into execution of any of the purposes of the Bill, and to confer other rights and privileges.

To enable the Company to purchase so much of any property as may be required to be taken for the purposes of the intended railways and works, or for the purposes of the Bill, without being subject to the liability imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To enable the landowners and others, whether having limited interests or being otherwise under disability or not, whose lands, houses, or property may be situated upon the line of or in the vicinity of the intended railways and works, to subscribe to the additional capital to be raised for the purposes thereof, and to charge such

subscription and the payment thereof upon such lands, houses, and property, and to enable trustees and such owners and others to convey such lands, houses, and property to the Company free of charge, or in exchange for the Company's shares, or the shares of any separate undertaking of the Company, or otherwise, in the manner to be prescribed by the Bill.

To provide, if deemed expedient, with respect to the said intended railways and works, or any of them, or any part thereof, that the same may be constituted a separate undertaking or undertakings of the Company, and that the capital to be raised for such undertaking or undertakings (whether by shares, or by stock, or by borrowing, or by debenture stock), and the revenues to be derived therefrom shall be kept separate in all respects from the existing undertaking, and from the existing and other capitals of the Company; and to provide for the keeping of separate accounts, and such other matters as may be necessary with respect to such separate undertaking or undertakings, and the capital and revenues thereof.

To enable the Company to raise additional capital for all or any of the purposes of the Bill, and to subscribe towards the intended railways and works, or any of them, and to guarantee dividends or interest, or annual or other payments on the whole or any part of the capital to be raised for the same, whether as part of the general capital of the Company or as separate capital, and also for the said purpose and the purposes of the Bill to apply any capital, funds, or revenues belonging to or authorised to be raised by the Company, and to raise additional capital in their undertakings, either as part of their general capital, or as a separate capital or capitals, as shall be fixed by the Bill, by means of new ordinary, or new preference, or guaranteed shares or stock, or by borrowing, or by the creation and issue of debenture stock, and to attach to such additional capital such preference or priority in payment of dividends or of interest out of their revenues as the Bill will define, and also to define the rights of the subscribers to, and the holders of the capital raised for the purposes of the intended railways and works, and of the Bill.

To provide as to the ranking of the additional capital to be created and issued under the powers of the Bill with any of the capital issued, or authorised to be created and issued by the Company under the powers of any of the Company's Acts or otherwise, as shall be prescribed by the Bill.

To enable the Public Works Loan Commissioners, or the Board of Public Works, Ireland, or the Commissioners of Her Majesty's Treasury, to make free grants of money for the purposes of the Bill, or any of them, and to subscribe for and hold stock or shares of the Company, or any separate undertaking or undertakings of the Company, to advance money to the Company, or to grant guarantees on money to be raised for the purposes of the intended railways and works, or any of them, or any part or parts thereof, and of the Bill, and on such terms and conditions, and on payment of such interest as may be agreed upon.

To empower the Waterford, Limerick, and Western Railway Company, the Waterford, Dungarvan, and Lismore Railway Company, the Fermoy and Lismore Railway Company, the Fishguard and Rosslare Railways and Harbours Company, and the Waterford and Central Ireland Railway Company, or any one or more of them, and the Company from time to time to make,

enter into, or carry into effect contracts, agreements, and arrangements with respect to any of the objects of the Bill, and with respect to the construction, maintenance, management, working and use of the intended railways and works, or any of them, or any part thereof, or of the railways, stations, and works of the said Companies respectively, or any of them, or any part thereof, and as to the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the undertakings of the contracting Companies, or for any of them, the supply and maintenance of engines, stock and plant, and the maintenance, use, and repair thereof, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, incomes, and profits arising from the undertakings of the contracting companies or to any of them or any part thereof, the payments, allowances, drawbacks, or rebates to be made by either of the contracting companies to the other or others of them, and the employment of officers and servants, and to authorise the appointment of a joint committee or committees for carrying into effect any objects or purposes of any such contracts, agreements, or arrangements, or of the Bill, and to vest in and delegate to such committee or committees the necessary powers for the purposes aforesaid.

To authorise the Waterford, Limerick, and Western Railway Company, the Waterford, Dungarvan, and Lismore Railway Company, and the Fishguard and Rosslare Railways and Harbours Company, or any of them, by themselves or others on their behalf, to subscribe and contribute moneys towards the construction, maintenance, and use of the intended railways and works, or any of them, or any part thereof, as shall be agreed, or as shall be provided by the Bill, and to take, purchase, and hold shares in the capital of the Company, or any separate undertaking of the Company, and to guarantee any annual or other payment to the Company or separate undertaking of the Company, or any dividend, interest, or other payment on any shares or stock of the Company or any separate undertaking of the Company, and to apply, for the purposes aforesaid, any capital or funds now or hereafter belonging to the said Companies respectively, or under the control of their directors, and if they shall think fit to raise additional moneys by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or other privileges attached thereto, or by borrowing, or by the creation and issue of debenture stock, or by any of those means, or by such other means as Parliament shall authorise and direct, and if deemed expedient, to constitute such additional capital to be raised by the said companies, or any of them, a separate and distinct capital from the capital of those companies respectively, and from the purposes, liabilities, and obligations of those companies respectively, and to provide that the share of income to be derived from the said intended railways and works, or any of them, in proportion to the amount contributed by the said companies respectively towards the cost of making and maintaining those railways shall be applied towards the payment of dividend or interest on that separate capital, and to make all necessary provisions for keeping separate accounts with respect to the intended railways and works, or any of them, and the separate capital to be raised by the said companies, or any of them, and otherwise for carrying out the aforesaid purposes.

To authorise the Company, and all other companies and persons lawfully running over, working, or using the intended railways and works, or the undertakings of the Company, or any of them, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls, rates, and charges, or other remuneration as may be agreed upon, or as may be settled by arbitration, or fixed by the Bill, to run over, work, and use with their engines, carriages, and trucks, and their officers, and for the purpose of traffic of every description, the railways and portion of railway hereinafter described, or such other portions thereof, or any part thereof, respectively, as shall be fixed by the Bill, and to use all stations, lights, signals, water and watering places, engine sheds, cranes, offices, warehouses, sidings, junctions, wharves, and conveniences belonging to and connected therewith, situate on the railways and portion of railway to be run over and used, that is to say:—

The railways belonging to the Waterford, Dungarvan, and Lismore Railway Company. So much of the railway belonging to the Waterford, Limerick, and Western Railway Company as will be situate between the point of termination of Railway No. 1, hereinbefore described, where it joins the railway of the Waterford, Limerick, and Western Railway Company, and the point of commencement of Railway No. 3, hereinbefore described.

To enable the Company to use the Waterford Station of the Waterford, Dungarvan, and Lismore Railway Company, and all offices connected therewith, and the stations and wharves of the Waterford, Limerick, and Western Railway Company, and cranes and other appliances thereon on such terms as may be arranged between the Company and the said companies respectively, or in case of difference in such manner as may be provided by the Bill.

To enable the Company to levy tolls, rates, and charges on the said railways and portion of railway so to be run over and used as aforesaid, and to alter the tolls, rates, and charges authorised to be levied thereon, and to take up and set down traffic of every description on the said railways and portion of railway, stations, and wharves to be run over and used as aforesaid.

To authorise and require the said Companies, whose railways, or any part thereof, or stations, or wharves, or works are to be run over and used, to afford all reasonable facilities for the purpose of traffic of every description, and to receive, book through, forward, accommodate and deliver to and from their railways respectively, and at the stations, warehouses and booking offices thereof, all traffic of every description coming from or destined for the undertakings of the Company, or any of them, on such terms and conditions as may be agreed or settled by arbitration, or prescribed or provided by the Bill.

To sanction and confirm any contracts, agreements, or arrangements which have been or may be made touching any of the matters contained in this Notice, and intended to be provided for in the Bill, and if deemed expedient to embody any such contracts, agreements, or arrangements in the provisions of the Bill.

To enable the Company to levy tolls, rates, and charges for the purposes of the Bill, and for and in respect of the use of the intended railways and works, or any of them, and the conveyance of passengers, animals, minerals, goods, merchandise, carriages, and other traffic thereon.

To alter existing tolls, rates, and charges, and

to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and to confer other rights and privileges in respect of the railways and works and other purposes to be authorised by the Bill.

To provide for the payment of interest or dividend on moneys subscribed and on calls made in respect of shares or stock out of capital, or money raised by borrowing during the construction of the intended railways and works, or any of them.

To make provision with reference to the payment of the costs of the Bill out of the funds of the Company, or out of the funds of the separate undertaking or undertakings if the intended railways and works, or any part thereof, are constituted a separate undertaking or undertakings, or otherwise, as the Bill may provide.

The Bill will vary and extinguish all existing rights and privileges inconsistent with or which could interfere with its objects, and it will confer other rights and privileges, and it will incorporate with itself with such amendments, modifications and exemptions as may be deemed expedient, all or some of the powers and provisions of the following Acts, or some of them:—The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; the Railway Companies (Ireland) Acts, 1851, 1860, and 1864; and the Railways Traverse Act, and all other necessary Acts.

The Bill will vary, alter, amend, or repeal, so far as may be necessary or expedient, the provisions, or some of the provisions, of the local and personal Acts following, or some of them, that is to say:—The Waterford, Wexford, Wicklow, and Dublin Railway Act, 1846; the Dublin, Wicklow, and Wexford Railway Acts, 1878, 1882, and 1886, and all other Acts relating to the Company; the Act 8 and 9 Vict. cap. 131, and all other Acts relating to the Waterford, Limerick, and Western Railway Company; the Waterford and Central Ireland Railway Act, 1872, and all other Acts relating to the Waterford and Central Ireland Railway Company; the Fermoy and Lismore Railway Act, 1869, and all other Acts relating to the Fermoy and Lismore Railway Company; the Waterford, Dungarvan, and Lismore Railway Act, 1872, and all other Acts relating to the Waterford, Dungarvan, and Lismore Railway Company; the Waterford and Wexford Railway and Harbour Act, 1864, the Pier and Harbour Orders Confirmation (No. 1) Act, 1877, the Fishguard Bay Railway and Pier Act, 1893, and the Fishguard and Rosslare Railways and Harbours Act, 1894, and all other Acts or Orders relating to the Fishguard and Rosslare Railways and Harbours Company; and all other Acts, Provisional Orders, deeds, charters, and instruments which it may be necessary or expedient to vary, alter, amend, or repeal for the purposes of the Bill.

Duplicate plans and sections describing the lines, situation, and levels of the intended railways and works, and the lands 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, and also an ordnance map with the line of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the Dublin

Gazette, will, on or before the 30th day of November, 1896, be deposited for public inspection, as follows:—with the Clerk of the Peace for the county of Wexford, at his office in the town of Wexford; with the Clerk of the Peace for the county of Kilkenny, at his office in the city of Kilkenny; with the Clerk of the Peace for the county of Waterford, at his office in the city of Waterford, and with the Clerk of the Peace for the county of the city of Waterford, at his office in the city of Waterford; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the parishes and extra-parochial, and other places hereinbefore mentioned, in or through which the said railways and works are intended to be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this Notice, as published in the Dublin Gazette, will be deposited for public inspection with the clerks of the several Poor Law Unions within which such parishes and places are respectively included, that is to say: as regards the parishes of Ballyhoge and Clonmore, with the Clerk of the Enniscorthy Union, at his office at the workhouse at Enniscorthy, in the county of Wexford; as regards the parishes of Rosbercon, Shanbogh, and Ballygurrin, and the extra-parochial place of the bed and foreshore of the River Barrow, with the Clerk of the New Ross Union, at his office at the workhouse at New Ross, in the county of Wexford; and as regards the parishes of Kilmakaveoge, Kilcolumb, Rathpatrick, Kilcullihen, and Trinity Without, and the extra-parochial place of the bed and foreshore of the River Suir, with the Clerk of the Waterford Union, at his office at the workhouse, in the city of Waterford, and a copy of the same documents, so far as relates to the town of New Ross, and the extra-parochial place of the bed and foreshore of the River Barrow, with a copy of this Notice, will be deposited with the Town Clerk of New Ross, at his office in the town of New Ross, and a copy of the same documents, so far as relates to the city of Waterford, with a copy of this Notice, will be deposited with the Town Clerk of Waterford, at his office in Waterford.

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 9th day of November, 1896.

G. KEOGH and SON, 52, Westland-row, Dublin, Solicitors.

KEOGH, SON, and Co., 66, Victoria-street, Westminster.

HOLMES, GREIG, and GREIG, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Easton and Church Hope Railway.

(Amendment of Easton and Church Hope Railway Act, 1892; Re-arrangement, &c., of Capital; Substitution of New Preference Shares or Certificates for existing First and Second Preference Shares or Certificates; Payment of arrears of Interest on Preference Shares in New Preference Shares or Stock; Amendment or Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Easton and Church Hope Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the pur-

poses following or some of them, that is to say:—

To alter and amend the provisions of the Easton and Church Hope Railway Act, 1892 (including the provisions of any Act or Acts, or portions of any Act or Acts incorporated with that Act, so far as applicable to the Company), and to alter, define, declare and re-arrange the Share Capital of the Company, and to provide for the substitution for the First Preference Shares and Second Preference Shares of the Company, or either of them, or any portion or portions thereof respectively, or for any Certificates of such Shares respectively or either of them, of new Preference Shares or Stock, with such rights as to payment of interest as the Bill may define, or of New Certificates or altered Certificates, as the case may be, and to require the holders of the said First Preference Shares and Second Preference Shares respectively to accept such New Preference Shares or Stock in lieu or in redemption thereof, and in payment of any interest or arrears of interest due or to become due on such First Preference Shares and Second Preference Shares respectively, or, as the case may be, to accept such New or altered Certificates in lieu of their existing Certificates, and to surrender their existing share certificates, and to make all such provisions as may be necessary or convenient for effecting such substitution, redemption, and alteration, and, if found expedient, to suspend the payment of interest on any preference shares until the certificates thereof have been surrendered to the Company, and to enable the Company or the board of directors of the Company to create and issue for that purpose one or more classes of preference shares or stock having the same or such other rights and priorities as the Bill may define, and to empower the Company to apply such shares or stock, or the proceeds thereof, for the purposes of the Company and their undertaking or any of them.

To sanction, confirm, and give effect to any contract, agreement, or arrangement which may be made between the Company and any other company, corporation, body, or person in reference to all or any of the matters aforesaid.

And the Bill will vary or extinguish all or any rights or privileges which would interfere or be inconsistent with its objects or provisions, and will confer other rights and privileges, and will, so far as may be necessary or expedient, amend or repeal the provisions, or some of the provisions of the Easton and Church Hope Railway Act, 1867, the Easton and Church Hope Railway (Portland Extension) Act, 1884, and any other Act or Acts relating to the Company or their undertaking.

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

Dated this 12th day of November, 1896.

ROBERTS AND CHUBB, 6, Queen Anne's Gate, Westminster, S.W., Parliamentary Agents.

Board of Trade—Session 1897.

Leatherhead Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1890, for a Provisional Order to authorise the Leatherhead Electric Lighting and Power Company, Limited, to supply electricity for public and private purposes in the District of the Leatherhead Urban District Council; Power

to construct Works, to acquire Lands, to make Charges, to make Arrangements with Local Authorities to open Streets and lay Electric Lines; Transfer of Powers and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 21st day of December next, by the Leatherhead Electric Lighting and Power Company, Limited, whose registered offices and address are at Palace Chambers, Bridge-street, in the City of Westminster (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts of 1882 and 1890, for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers, for such period as may be prescribed, to produce, store, sell and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts or either of them, within the whole of the district of the Urban District Council of Leatherhead, in the county of Surrey (hereinafter called "the area of supply"). It is proposed that the electric lines and works shall be laid down in the township of Leatherhead within two years after the commencement of the Order, in the following roads and streets, that is to say:—

High-street, Church-street, Bridge-street, and North-street.

The Undertakers also propose to break up the following streets or roads within the area of supply which are not repairable by the local authority:—

Poplar-road, St. John's-road, Clinton-road, Belmont-road, The Crescent, Gravel Hill-road, Forty Feet-road, Garden-road, The Old Oak-road, Station-road, Brighton-road, Edwards-road, Glebe-road, Linden Pit-road, The Driftway, Worple-road, Thorncroft, Barnett-road.

The rivers and canals which the Undertakers propose to take powers to cross over, along, across or under are as follows:—

River Mole, The Rye.

The railways which the Undertakers propose to take powers to break up or pass over, along, across, or under are as follows:—

The London and South Western Railway, Leatherhead and Epsom Branch.

The London, Brighton and South Coast Railway from Ashted to Box Hill.

2. To authorise the Undertakers to purchase, hold or acquire or take on lease any lands or easements in lands for the purposes of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, renew, alter and maintain on land belonging to or leased by the Undertakers within the area of supply, such central and other stations, buildings and works for the generation, storage, supply and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes and other apparatus and works for the supply and distribution of electricity in, through, under, over, along or across all streets, bridges, highways, lanes, roads, thoroughfares, railways,

tramways, waterways, public passages and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, re-lay, divert and alter sewers, drains, mains and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell and supply meters, lamps, appliances, machinery and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To provide for the transfer by the Undertakers (with the consent of the Board of Trade) to any other company, body or person of all or any of the powers, duties and liabilities conferred or imposed upon them by the Order.

8. To empower the Undertakers to make charges and levy rates and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

9. To confer upon the Undertakers, and incorporate in the Order, all or any of the powers of the Electric Lighting Acts, 1882 and 1890, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

Notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, if and when made, can be obtained at the office of Mr. Frederick William Bailey, Solicitor, Leatherhead, and also at 3, Delahay-street, Westminster, London, S.W., the office of the undersigned Solicitor for the Order, at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that a map, showing the boundaries of the said area of supply, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th November next, for public inspection, at the office of the Clerk of the Peace for the county of Surrey, at his office at Kingston-on-Thames, and at the office of the Clerk to the Urban District Council of Leatherhead.

And notice is hereby also 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, Whitehall, S.W., marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January next.

A copy must at the same time be sent to the undersigned Solicitor.

Dated this 19th day of November, 1896.

J. L. HIGGS, 3, Delahay-street, Westminster, S.W., Solicitor.

Board of Trade.—Session 1897.

Penarth Tramways.

(Construction of Street Tramways between Cardiff and Penarth, in the County of Glamorgan; Use of Electrical, Steam, or other Mechanical Power; Breaking Up of Streets and Roads and Compulsory Use thereof; Levying of Tolls, &c.; Agreements with Local Authorities, &c.; Provisions for Regulation of Traffic and User of Streets Traversed; Incorporation of and Amendment of Acts; and other Powers.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order by a Limited Company registered under the Companies Acts, or on behalf of individuals to be named in the Order (hereinafter called "the Promoters"), to construct and maintain the tramways in the county of Glamorgan described in this Notice, or some or one of them, or some part or parts thereof respectively, with all proper and necessary works and conveniences connected therewith (that is to say):—

Tramway No. 1, wholly in the parishes of St. Mary and Canton, in the county borough of Cardiff, commencing at a point in the centre of Clarence-road 1 chain or thereabouts distant from the centre of Harrowby-street, passing thence in a westerly direction along Clarence-road and over Clarence Bridge and Corporation-road to a point 1 chain or thereabouts distant in an easterly direction from the centre of Penarth-road.

The said intended Tramway No. 1 will be constructed as a single line except between the following points, where it will be double, in order to form a passing place, namely:—

- (1) Between the points in Clarence-road respectively 2 chains or thereabouts from the commencement of Tramway No. 1 and 5 chains or thereabouts from the commencement of the said Tramway No. 1.
- (2) Between the points $4\frac{1}{2}$ chains or thereabouts and 7 chains or thereabouts from the west end of the Clarence Bridge.
- (3) Between the points respectively $\frac{1}{2}$ a chain or thereabouts and 3 chains or thereabouts westward of the centre line of Holmesdale-street.
- (3A) Between the points $1\frac{1}{2}$ chains or thereabouts and 4 chains or thereabouts westward from the centre line of Stockland-street.
- (4) Between the points respectively 1 chain or thereabouts and 4 chains or thereabouts eastward of the centre of Penarth-road.

Tramway No. 2, wholly in the parishes of St. Mary and Canton, in the county borough of Cardiff, commencing at a point in Corporation-road 1 chain or thereabouts in an easterly direction from the centre of Penarth-road by a junction with the said intended Tramway No. 1 before described, and proceeding in a westerly direction towards Penarth along the said Penarth-road to a point 3 chains or thereabouts from the centre of the Taff Vale Railway Bridge on the easterly side thereof.

The said intended Tramway No. 2 will be constructed as a single line and will be laid alongside of the existing tramway of the Cardiff District and Penarth Harbour Tramway Company, Limited, on the south side of the road, at a distance of 4 feet from the existing tramway as aforesaid, and will cross the existing lines of that Company at a point $\frac{1}{2}$ a chain or thereabouts from the centre of Clive-street.

Tramway No. 3, wholly in the parishes of St. Mary and Canton, in the county borough of Cardiff, commencing at a point in the centre of Corporation-road 1 chain or thereabouts in an easterly direction from the centre of Redlaver-street by a junction with the said intended Tramway No. 1 before described, and proceeding in a westerly direction along Redlaver-street, crossing Clive-street and the existing tramway of the Cardiff District and Penarth Harbour Tramway Company, Limited, into Penarth-road, to a point 3 chains or thereabouts from the centre of the railway bridge on the easterly side thereof, and terminating by a junction with Tramway No. 2 before described.

The said intended Tramway No. 3 will be constructed as a single line throughout.

Tramway No. 4, in the parishes of Canton, in the county borough of Cardiff, and Llandough-juxta-Cardiff, in the county of Glamorgan, commencing at a point in the Penarth-road 3 chains or thereabouts in an easterly direction from the centre of the Taff Vale Railway Bridge by a junction with the Tramways Nos. 2 and 3 before described, thence proceeding in a south-westerly direction along the Penarth-road to a point 4 chains or thereabouts south of the centre of the bridge crossing the Cardiff and Penarth-road at Cogan Pill House.

The said intended Tramway No. 4 will be constructed as a single line except between the following points, where it will be double, in order to form a passing place, namely:—

- (5) Between the points in Penarth-road 1 chain or thereabouts and 3 chains or thereabouts in an easterly direction from the centre of the Taff Vale Railway Bridge.
- (6) Between the points in the said road $\frac{1}{2}$ a chain or thereabouts and 3 chains or thereabouts in a northerly direction from the centre of the road leading to the Cardiff Gasworks.
- (7) Between the points in the said road 19 chains or thereabouts and $21\frac{1}{2}$ chains or thereabouts in a northerly direction from the northern end of the bridge crossing the River Ely.
- (8) Between the points in the said road 2 chains or thereabouts and $4\frac{1}{2}$ chains or thereabouts in a southerly direction from the Toll Gate.
- (9) Between the points in the said road $1\frac{1}{2}$ chains or thereabouts and 4 chains or thereabouts in a southerly direction from the centre of the railway bridge leading to D. A. Thomas' Limeworks.
- (10) Between the points in the said road opposite to the entrance to the grounds of Cogan Pill House, and $2\frac{1}{2}$ chains therefrom in a northerly direction.

Tramway No. 5, wholly in the parishes of Cogan, Llandough-juxta-Cardiff, and Penarth, commencing at a point on the Penarth-road at a distance of 4 chains or thereabouts south of the centre of the bridge crossing the road at Cogan Pill House by a junction with the Tramway No. 4 before described, thence proceeding in a south-easterly direction along the Cardiff and Penarth-road and Windsor-road to the point of intersection of the Windsor-road with Albert-street.

The said intended Tramway No. 5 will be constructed as a single line except between the

following points, where it will be double, in order to form a passing place, namely:—

- (11) Between the points on the Cardiff and Penarth road 1 chain or thereabouts and $3\frac{1}{2}$ chains or thereabouts in a southerly direction from the south end of the buildings of Penarth Dock Station, on the Taff Vale Railway.
- (12) Between the points on the said road 6 chains or thereabouts and $8\frac{1}{2}$ chains or thereabouts in a northerly direction from the centre of the Taff Vale Railway Bridge.
- (13) Between the points on the Windsor-road $\frac{1}{2}$ a chain or thereabouts and 3 chains or thereabouts in a westerly direction from the centre of High-street.
- (14) From a point in the said road $\frac{1}{2}$ a chain or thereabouts to a point 3 chains or thereabouts in an easterly direction from the centre of Glebe-street.

Tramway No. 6, situate wholly in the parishes of St. Mary and Canton, in the county borough of Cardiff, commencing at a point in Wood-street 20 links or thereabouts in a westerly direction from the public convenience on that road, thence proceeding in a westerly direction along Wood-street, crossing the River Taff by the Tudor-road Bridge, along Tudor-road, Clare-road, crossing Penarth-road, and the existing tramway of the Cardiff District and Penarth Harbour Tramway Company, Limited, and forming a junction with the before-mentioned Tramway No. 1 in Corporation-road.

The said intended Tramway No. 6 will be constructed as a single line, except between the following points, where it will be double, in order to form a passing place, namely:—

- (14A) From the commencement of the said tramway in Wood-street to a point 1 chain or thereabouts distant therefrom.
- (15) Between the points in Tudor-road $4\frac{1}{2}$ chains or thereabouts and 7 chains or thereabouts from the west end of the bridge carrying Tudor-road over the River Taff.
- (16) Between the points in Clare-road 8 chains or thereabouts and $10\frac{1}{2}$ chains or thereabouts in a southerly direction from the centre of the Great Western Railway bridge.
- (17) Between the points in the said road 1 chain or thereabouts and $3\frac{1}{2}$ chains or thereabouts in a northerly direction from the termination of the said tramway.

Tramway No. 6A (single line), wholly in the parish of St. Mary, in the county borough of Cardiff, commencing at or about the point of intersection of Clare-road with Penarth-road, and proceeding thence in a south-westerly direction for a distance of 1 chain or thereabouts crossing the existing tramway in that road, and forming a junction with Tramway No. 2 before described.

The above-mentioned tramways will pass from, in, through, or into, or be situate within the parishes, townships, and places of St. Mary and Canton, the county borough of Cardiff, Llandough-juxta-Cardiff, Cogan, and Penarth, all in the county of Glamorgan.

In the following instances the said intended 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, viz.:—

Tramway No. 1, (A) on the Clarence Bridge, on the south side thereof, from the east end to the west end respectively.

Tramway No. 4, in Penarth-road (A) on the east side thereof, under the Taff Vale Railway Bridge, between points respectively $2\frac{1}{2}$ chains or thereabouts and 4 chains or thereabouts southwards of the commencement of the tramway, (B) on both sides thereof, between points respectively $\frac{1}{2}$ chain or thereabouts and 3 chains or thereabouts north of the centre of the road leading to the Cardiff Gas Company's works, (C) on both sides thereof between points respectively 19 chains or thereabouts and $21\frac{1}{2}$ chains or thereabouts north of the northern end of the bridge crossing the River Ely, (D) on the south side thereof from the north end or thereabouts to the south end or thereabouts of the bridge crossing the River Ely, (E) on both sides thereof between points respectively 2 chains or thereabouts and $4\frac{1}{2}$ chains or thereabouts south of the toll-gate, (F) on both sides thereof between points $1\frac{1}{2}$ chains or thereabouts and 4 chains or thereabouts in a southerly direction from the centre line of the bridge leading to D. A. Thomas's limeworks, (G) on the east side thereof between a point 4 chains or thereabouts from the centre of the bridge leading to D. A. Thomas's limeworks and a point $2\frac{1}{2}$ chains or thereabouts north of the entrance to the grounds of Cogan Pill House, (H) on both sides thereof between points respectively $2\frac{1}{2}$ chains or thereabouts north of the entrance to the grounds of Cogan Pill House and a point opposite to the said entrance, (I) on the east side thereof between a point opposite to the entrance to the grounds of Cogan Pill House and the end of the tramway.

Tramway No. 5, (A) on both sides between points respectively $\frac{1}{2}$ chain or thereabouts and 3 chains or thereabouts in an easterly direction from the centre of Glebe-street.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of four (4) feet eight and a half ($8\frac{1}{2}$) inches or such narrower gauge as may be approved by the Board of Trade.

The proposed Provisional Order will incorporate with itself all or some of the provisions of the Tramways Act, 1870, with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects or some of the objects, and for conferring on the Promoters the powers or some of the powers following (that is to say):—

To empower the Promoters to work the said intended tramways 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.

To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, public carriage, and other roads, lanes, ways, highways, footpaths, pavements, watercourses, sewers, drains, water pipes, gas pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, altering, and reinstating the proposed tramways or of substituting others in their place, or for other the purposes of the intended Order.

To empower the Promoters 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, 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 for providing access to or in connection with any engines, machinery, or apparatus, and to empower the Promoters 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) A piece of land in the parish of Llan-dough-juxta-Cardiff, bounded on the north by land belonging to the Marquis of Bute, on the south by land belonging to the Marquis of Bute, on the east by the Taff Vale Railway, and on the west by the Penarth-road; and (B) a piece of land in the parish of Canton, bounded on the north and east by the Taff Vale Railway, on the west by the Penarth-road, and on the south by land belonging to the Marquis of Bute.

To enable the Promoters to acquire, hold, and use patent and other rights and licenses.

To enable the Promoters for all or any of the purposes of their undertaking to purchase or acquire by agreement and to lease and to take easements in and over lands, buildings, houses, and all other property, and to erect, hold, and maintain offices, engine and carriage sheds, workshops, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or duties.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of the whole or some portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Promoters for the purposes of the intended Order 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 reserve to the Promoters the exclusive right of using on the proposed tramways, car-

riages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail.

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramways by persons or Corporations other than the Promoters, with carriages with flange wheels, specially or particularly adapted to run on an edge rail, or on a grooved or other rail, and to authorise and give effect to agreements between the Promoters and any other persons, or Corporations, for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To sanction, confirm, or give effect to any contracts or agreements made or to be hereafter made for any of the purposes mentioned in this Notice.

To make provision for regulating the passing of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street or road authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or any Corporation, local, road, or other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the intended Order.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for providing access to any stables, engine or carriage sheds, works, or premises of the Promoters.

To enable the Promoters when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare or otherwise it is necessary or expedient to remove or discontinue the use of any or any part of the proposed tramways when constructed, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice, or in any adjacent parish, township, or place, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramways or part of a tramway so removed or discontinued to be used or intended so to be.

To empower the Promoters to enter into and carry into effect contracts and agreements with the Corporation of Cardiff as to the supply of electrical energy for working the intended tramways and also with the Cardiff Tramways Company or other tramway company or tramway companies with respect to the transmission of traffic from the respective tramways, and in respect to the use of steam or other mechanical power over any existing tramway or tramways on such terms and conditions as the intended Order will prescribe, and to empower the Promoters to enter into agreements and arrangements with the owners of the Cardiff and Penarth private road or other the person or persons for the time being having the control of the existing tolls upon the said road.

To enable the Promoters or any Corporation, local or road authority, district board, trustees, 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 laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

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

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, and also for public inspection with the Clerk of the Peace and clerk to the County Council for the county of Glamorgan, and the Town Clerk of Cardiff, at their respective offices at Cardiff, and with the clerk to the Penarth Urban District Council, at his office in Penarth, and a copy of so much of the said plans and sections as relates to the parishes and extra-parochial and other places from, through, or into which the intended tramways and works will be made or pass, and also a copy of this Notice as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited for public inspection with the respective parish clerks, at their residences, and in the case of rural parishes where a Parish Council has been elected, with the clerk or chairman of such Parish Council as the case may be, and in the case of any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

The draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London, on or before the 23rd December next, and printed copies thereof and of the Order when made, will be deposited at the offices of the undersigned Solicitors and Parliamentary Agents, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

All persons desirous of making any representations to the Board of Trade or of the bringing before them any objection respecting this application may do so on or before the 15th day of January, 1897, by letter addressed to the Assistant-Secretary Railway Department, Board of Trade, Whitehall, London, S.W., and copies of such objections or representations must, at the same time, be sent to the undersigned Solicitors and Parliamentary Agents for the Promoters.

Dated this 16th day of November, 1896.

VACHELL and Co., Cardiff, Solicitors.

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

In Parliament.—Session 1897.

Yorkshire Dales Railway.

(Skipton to Grassington.)

(Incorporation of Company; Power to make new Railways in the West Riding of the county of York; Compulsory Purchase of Lands, Easements, &c., and user of and

Special Provisions affecting Lands, &c.; Power to Landowners; Tolls; Running Powers over Portion of the Midland Railway; Working and other Agreements and Facilities; Payment of Interest out of Capital; Incorporation and Amendments of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to confer upon the Company the following powers, or some of them (that is to say):—

To empower the Company to make and maintain in the West Riding of the county of York the railways hereinafter described, or some or one of them, or some part or parts thereof, with all proper junctions, stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

Railway No. 1, to be wholly situate in the parish of Skipton, in the West Riding of the county of York, commencing by a junction with the Midland Railway (Skipton to Ilkley), at a point distant 14 chains or thereabouts, measured in a northerly direction from the northern face of the tunnel on that railway passing under the Haw Bank and terminating in a field No. 302 on the $\frac{1}{25000}$ Ordnance map of Embsay-with-Eastby, at a point distant 2 chains or thereabouts from the western boundary of that field, and 3 chains or thereabouts from the southern boundary thereof.

Railway No. 2, commencing in the parish of Skipton, township of Embsay-with-Eastby, by a junction with the said intended Railway No. 1 at the point of termination thereof as hereinbefore described, and terminating in the parish of Linton, in the township of Threshfield, in a field No. 68 on the $\frac{1}{25000}$ Ordnance map of Threshfield, at a point in the north-eastern corner of the said field.

Railway No. 3, to be situate wholly in the parish of Skipton, in the West Riding of the county of York, commencing by a junction with the Midland Railway (Skipton to Ilkley) at the western end of the platforms of the Embsay station, and terminating at the point of commencement of the intended Railway No. 2, as hereinbefore described.

The said intended railways will be made, or pass from, through, or into, or be situated within the following parishes, townships, extra-parochial or other places, or some of them, namely:—Skipton, Embsay, Embsay-with-Eastby, Stirton-with-Thorlby, Gargrave, Burn-sall, Flasby, Flasby-with-Winterburn, Hetton, Rilstone, Rilstone-with-Conistone, Cracoe, Linton, Threshfield, Grassington, all in the West Riding of the county of York.

To authorise the Company to deviate laterally from the lines of the intended railways and works, and vertically from the levels thereof, shown on the plans and sections to be deposited as hereinafter mentioned, and in either case whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To authorise the Company to cross, stop up, alter, or divert, temporarily or permanently, all such railways, tramways, turnpike and other roads, highways, streets, canals, watercourses, rivers, streams, bridges, drains, sewers, pipes, wires, and telegraphic and telephonic apparatus within the parishes and places aforesaid, or any of them, as it may be necessary or convenient

to cross, stop up, alter, or divert for the purposes of the intended railways and works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, buildings, tenements, and hereditaments, and easements therein, for the purposes of the intended railways and works, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable any owner or owners from whom the Company may be authorised by the intended Act to purchase lands, houses, and buildings, tenements, and hereditaments, or easements therein to agree with the Company that the purchase money for the same and the compensation for damage (if any) shall be paid and discharged by the allotment or issue to such owner or owners of shares or stock in the capital of the Company.

To enable the Company to levy, demand and recover tolls, rates, duties, and charges upon or in respect of the intended railways and works, and upon the railways, portions of railways, stations, and works hereinafter mentioned, belonging to other railway companies, to alter existing tolls, rates, duties, and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, duties, and charges.

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, to run over, work, manage, and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or provided for, or authorised by the Bill, the railways and portions of railways and stations following (that is to say):—

So much of the Midland Railway (Skipton and Ilkley Branch) as lies between the junction therewith of the intended Railway No. 1 and Skipton Station, including the use of that station.

So much of the Midland Railway (Skipton and Ilkley Branch) as lies between the junction therewith of the intended Railway No. 3 and Ilkley Station, including the use of that station and the intermediate stations, together with all roads, signals, water, watering-places, engine and carriage sheds, offices, warehouses, sidings, junctions, works, and conveniences connected therewith.

To empower the Company on the one hand and the Midland Railway Company, the North Eastern Railway Company, and the Lancashire and Yorkshire Railway Company (hereinafter called the "three Companies"), or either of them, on the other hand, to enter into and carry into effect, vary, and rescind agreements for or with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them of their respective railways and works, or any part or parts thereof respectively, and with respect to the supply of rolling or working stock and of officers and servants for the conduct and conveyance of traffic on such railways, and with respect to the management, regulation, interchange, collection, transmission, and delivery of traffic upon, coming, from, or destined for the respective railways of the contracting Companies, or either of them, and with respect to

the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, or charges, income, and profits arising from such traffic; and the Bill will confirm and give effect to any agreement which has been or may be entered into in reference to the matters aforesaid, or any of them.

To require the three Companies, or either of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, docks, wharves, staiths, shipping places, and booking offices thereof, all traffic of whatsoever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon or be provided and defined by the Bill.

To enable the Company, notwithstanding anything to the contrary contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company during the construction of the said intended railways or works or any of them.

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

The Bill 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 the same, and will alter, amend, vary, extend, enlarge, or repeal all or any of the provisions of the Acts following, or any of them, so far as may be necessary for the purposes of the Bill (that is to say):—

7 and 8 Vict., cap. 18, relating to the Midland Railway Company.

17 and 18 Vict., cap. 211, relating to the North Eastern Railway Company.

6 and 7 Will. IV., cap. 111, relating to the Lancashire and Yorkshire Railway Company.

And all other Acts relating to the several Companies hereinbefore mentioned or referred to, and their several undertakings.

And notice is hereby also given that maps, plans, and sections showing the lines and levels of the proposed railways and works, and the lands and property which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November, 1896, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield.

And that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made or will be situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection in the case of each parish with the parish clerk thereof, at his residence, or 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 to the Parish Council, or if there is

no clerk, with the Chairman of the Parish Council (in places where there is a Parish Council), or (in cases where there is not) the parish clerk of some adjoining parish, at the residence of the respective clerk or chairman, as the case may be.

And notice is hereby further given, that on or before the 21st day of December, 1896, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1896.

WRIGHT, CHARLESWORTHS, and WILSON,
Bank Buildings, Skipton, Solicitors
for the Bill.

WYATT and Co., 28, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1897.

Cardiff Tramways Extensions.

(Construction of Additional Street Tramways in the Parishes of Saint Mary, Saint John, Roath, and Canton, in the Borough of Cardiff, in the County of Glamorgan; Use of Mechanical Power on Proposed Tramways and Existing Tramways of the Promoters; Tolls.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1896, for a Provisional Order (under the Tramways Act, 1870).

To authorise the Cardiff Tramways Company, Limited (in this Notice called "the Promoters"), to construct and maintain, in the county of Glamorgan, the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The tramways proposed to be authorised are the following:—

Tramway No. 1, commencing in Newport-road by a junction with the existing tramway at a point 6 chains, or thereabouts, north-east of Wordsworth-street, and passing thence into and along the new street between Newport-road and Clifton-street, now in course of construction by the Corporation of Cardiff (hereinafter called "the Corporation"), the Broadway and Newport-road, and terminating in Newport-road by a junction with the existing tramway at its termination.

Tramway No. 1 will be a single line throughout, except at the following places, at which it will be a double line:—

Between its commencement and a point 8 chains or thereabouts north-east thereof.

Between two points respectively 1.50 chains or thereabouts and 4.50 chains or thereabouts north-east of Cyril-crescent.

Between two points respectively 1 chain or thereabouts and 11 chains or thereabouts north-east of Bertram-street.

Between a point 1 chain or thereabouts north-east of Blanche-street and the termination of the tramway.

Tramway No. 2 commencing in Newport-road by a junction with the existing tramway at a point immediately under the bridge carrying the Rhymney Railway over that road and passing thence into and along Grove-road and Moira-place, and terminating in Moira-place by a junction with the existing tramway at a point 1.50 chains north-west of Augusta-street.

Tramway No. 2 will be a double line throughout.

Tramway No. 3 commencing in Tin-street by

a junction with the existing tramway at its termination, and passing thence into and along Pearl-street, and Splott-road, and terminating in Splott-road at its junction with Moorland-road.

Tramway No. 3 will be a double line throughout, except at the following places at which it will be a single line:—

Between its commencement and a point opposite Pearl-place.

Between a point 50 links or thereabouts north-west of its termination and its termination.

Tramway No. 4 commencing in Newport-road by a junction with the existing tramway at the south end of Castle-road, and passing thence into and along Castle-road, Albany-road, and Wellfield-road, and terminating in Wellfield-road at its junction with Ninian-road.

Tramway No. 4 will be a double line throughout except between a point 50 links or thereabouts south-west of its termination and its termination.

Tramway No. 5, commencing in Cowbridge-road, by a junction with the existing tramway at Wellington-street, and passing thence into and along Neville-street, Clare-street, Clare-road, Corporation-road, Clarence Bridge, and Clarence-road, and terminating in Clarence-road at Harrowby-street.

Tramway No. 5 will be a double line throughout, except between a point 50 links or thereabouts west of its termination and its termination.

Tramway No. 6 wholly in Cowbridge-road, commencing by a junction with the existing tramway at its termination, and terminating at a point 3.50 chains or thereabouts west of the railings on the east side of Canton Park.

Tramway No. 6 will be a single line throughout, except at the following places, at which it will be a double line:—

Between its commencement and a point 1.50 chains or thereabouts west thereof.

Between a point opposite the west side of Turner-road, and a point 3 chains or thereabouts, west thereof.

Between a point opposite the railings on the east side of Canton Park, and a point 3 chains, or thereabouts, west thereof.

Tramway No. 7, wholly in Cowbridge-road, commencing by a junction with the existing tramway at a point 59 links or thereabouts west of Llandaff-road, and terminating by a junction with the existing tramway at a point 1.36 chains or thereabouts east of Union-street.

Tramway No. 7 will be double line throughout.

Tramway No. 8, wholly in Cowbridge-road, commencing by a junction with the existing tramway 28 links or thereabouts east of Edward-street, and terminating by a junction with the existing tramway at a point 2.15 chains or thereabouts west of Wyndham-crescent.

Tramway No. 8 will be a double line throughout.

Tramway No. 9, wholly in Cowbridge-road, commencing by a junction with the existing tramway at Wyndham-crescent and terminating by a junction with the existing tramway at a point 2.30 chains or thereabouts west of Neville-street.

Tramway No. 9 will be a double line throughout.

Tramway No. 10, wholly in Cowbridge-road,

commencing by a junction with the existing tramway at Neville-street and terminating by a junction with the existing tramway at a point 1 chain or thereabouts east of Rawdon-place.

Tramway No. 10 will be a double line throughout.

Tramway No. 11, wholly in Cowbridge-road, commencing by a junction with the existing tramway at a point 2.15 chains or thereabouts west of cathedral-road, and terminating by a junction with the existing tramway at a point 50 links or thereabouts east of the entrance to the Sophia-gardens.

Tramway No. 11 will be a double line throughout.

Tramway No. 12, wholly in Cowbridge-road, commencing by a junction with the existing tramway at a point 59 links or thereabouts west of Green-street, and terminating by a junction with the existing tramway at the western end of Cardiff-bridge.

Tramway No. 12 will be a double line throughout.

Tramway No. 13, wholly in Newport-road, commencing by a junction with the existing tramway at a point 3.50 chains or thereabouts south-west of West-grove, and terminating by a junction with the existing tramway at a point 3.50 chains or thereabouts north-east of West-grove.

Tramway No. 13 will be a double line throughout.

Tramway No. 14, wholly in Newport-road, commencing by a junction with the existing tramway at a point 1 chain or thereabouts south-west of East-grove, and terminating by a junction with the existing tramway at a point 1 chain or thereabouts north east of Castle-road.

Tramway No. 14 will be a double line throughout.

Tramway No. 15, wholly in Newport-road, commencing by a junction with the existing tramway at a point 4 chains or thereabouts north-east of Castle-road, and terminating by a junction with the existing tramway at a point 3 chains or thereabouts north-east of Wordsworth-street.

Tramway No. 15 will be a double line throughout.

Tramway No. 16, commencing in Queen-street by a junction with the existing tramway at a point 1 chain or thereabouts west of Windsor-place, passing thence into and along Windsor-place, and terminating in Windsor-place at a point 87 links or thereabouts north of Windsor-lane.

Tramway No. 16 will be a double line throughout.

Tramway No. 17, commencing in St. Andrew's-crescent, by a junction with the existing tramway at a point 1.50 chains or thereabouts east of Park-grove passing thence into and along the road in continuation of St. Andrew's-place under the bridges of the Taff Vale and Rhyney Railways and Salisbury-road, and terminating in Salisbury-road by a junction with the existing tramway at a point 1.50 chains or thereabouts south of Senghenydd-road.

Tramway No. 17 will be a double line throughout.

Tramway No. 18, wholly in St. Mary-street, commencing by a junction with the existing tramway at a point 50 links or thereabouts north of Church-street, and terminating by a junction with the existing tramway at a

point 1 chain or thereabouts south of Wharton-street.

Tramway No. 18 will be a double line throughout.

Tramway No. 19, wholly in St. Mary-street, commencing by a junction with the existing tramway at a point 3 chains or thereabouts south of Wharton-street, and terminating by a junction with the existing tramway at a point 1.25 chains or thereabouts south of Caroline-street.

Tramway No. 19 will be a double line throughout.

Tramway No. 20, in St. Mary-street and Custom House-street, commencing in St. Mary-street by a junction with the existing tramway at a point 1 chain or thereabouts north of Mill-lane, and terminating in Custom House-street by a junction with the proposed Tramway No. 26 at Custom House-street-bridge.

Tramway No. 20 will be a double line throughout.

Tramway No. 21, commencing in Working-street by a junction with the existing tramway opposite the east end of St. John's Church, passing thence along Working-street and The Hayes, and terminating in The Hayes by a junction with the existing tramway at a point 1.75 chains or thereabouts north of Royal Arcade.

Tramway No. 21 will be a double line throughout.

Tramway No. 22, commencing in The Hayes by a junction with the existing tramway opposite Royal Arcade, passing thence along The Hayes, Hayes-bridge, and Bute-street, and terminating in Bute-street by a junction with the existing tramway, at a point 1 chain or thereabouts south of Bridge-street.

Tramway No. 22 will be a double line throughout.

Tramway No. 23, wholly in Bute-street, commencing by a junction with the existing tramway at a point 2.75 chains or thereabouts south of Bute-terrace, and terminating by a junction with the existing tramway at the north end of Bute-bridge.

Tramway No. 23 will be a double line throughout.

Tramway No. 24, commencing in Bute-street by a junction with the existing tramway, at a point 1 chain or thereabouts south of Bute-terrace, passing thence into and along Custom House-street, and terminating in that street at points 1.14 chains or thereabouts west of Bute-terrace.

Tramway No. 24 will be a double line throughout.

Tramway No. 25, wholly in Custom House-street, commencing by a junction with the southernmost of the two lines of tramway forming the proposed Tramway No. 24 at its termination, and terminating by a junction with the existing tramway at a point 1.50 chains or thereabouts west of Hope-street.

Tramway No. 25 will be a single line throughout.

Tramway No. 26, commencing in Custom House-street, by a junction with the existing tramway, at a point 2.13 chains or thereabouts east of East Canal Wharf, passing thence along Custom House-street, Custom House-bridge, and Penarth-road, and terminating in that road by a junction with the existing tramway at a point 2 chains or thereabouts north of the bridge,

carrying the Great Western Railway over Penarth-road.

Tramway No. 26 will be a double line throughout.

The proposed tramways will be situate in the parishes of Saint Mary, Saint John, Roath, and Canton, all in the borough of Cardiff and county of Glamorgan.

At the following places it is proposed to lay the proposed tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets herein-after mentioned and the nearest rail of the tramways, that is to say:—

Tramway No. 1.—In the new road in course of construction by the Corporation between Newport-road and Clifton-street on both sides thereof for the entire length of such new road;

In the Broadway on both sides thereof between Clifton-street and a point 1·50 chains or thereabouts north-east of Clifton-street;

In the Broadway on both sides thereof between two points respectively 1·50 chains or thereabouts and 4·50 chains or thereabouts north-east of Cyril-crescent;

In the Broadway on both sides thereof between two points respectively 1 chain or thereabouts and 6 chains or thereabouts north-east of Bertram-street.

Tramway No. 3.—In Splott-road on both sides thereof between two points respectively 1 chain or thereabouts north-west and 1 chain or thereabouts south-east of the centre of the bridge carrying that road over the Great Western Railway.

Tramway No. 4.—In Castle-road on both sides thereof from its southern end to a point 13 chains or thereabouts north of the commencement of Tramway No. 4.

Tramway No. 5.—On the Clarence Bridge on both sides thereof from the east end to the west end respectively.

Tramway No. 6.—In Cowbridge-road on both sides thereof from the commencement of the tramway to a point 1·50 chains or thereabouts west thereof.

Tramway No. 7.—In Cowbridge-road on both sides thereof for its entire length.

Tramway No. 8.—In Cowbridge-road on both sides thereof for its entire length.

Tramway No. 9.—In Cowbridge-road on both sides thereof throughout its entire length.

Tramway No. 11.—In Cowbridge-road on both sides thereof between the east side of Cathedral-road and the termination of the tramway.

Tramway No. 12.—In Cowbridge-road on both sides thereof for its entire length.

Tramway No. 13.—In Newport-road on both sides thereof for its entire length.

Tramway No. 14.—In Newport-road on both sides thereof between the commencement of the tramway and Castle-road.

Tramway No. 15.—In Newport-road on both sides thereof throughout its entire length.

Tramway No. 16.—In Windsor-place on both sides thereof from the south end of Windsor-place to the termination of the tramway.

Tramway No. 22.—In The Hayes on both sides thereof from a point 2·07 chains or thereabouts north of Hayes Bridge for a distance of 4·95 chains or thereabouts therefrom in a northerly direction.

Tramway No. 23.—In Bute-street on both sides thereof throughout its entire length.

The proposed tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not

proposed to run thereon carriages or trucks adapted for use upon railways.

It is intended to employ electrical power (either by the overhead system or otherwise) for moving carriages or trucks upon the proposed tramways.

To authorise the Promoters, for the purpose of the proposed Tramways Nos. 7 to 23 inclusive, to take up and remove, and to appropriate to and use in the construction of such intended tramways so much of the existing tramways in the respective roads in which such tramways are proposed to be made as lies between the respective points of commencement and termination of the proposed Tramways Nos. 7 to 23 inclusive.

To enable the Promoters, for the purposes of the proposed tramways and works, to purchase or acquire land by agreement, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the conveyance of passenger or other traffic upon the proposed tramways.

To empower the Promoters from time to time to make such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or for providing access to any stables or carriage sheds or works of the Promoters.

To enable the Promoters, when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any of the proposed tramways, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish mentioned in this notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To authorise the Promoters to use electrical power, either by the overhead system or otherwise, for moving carriages or trucks upon their existing tramways, and to effect all such alterations in the said existing tramways and the works connected therewith, as may be necessary or convenient for the use of such power.

To empower the Promoters to enter into and carry into effect contracts and agreements with the Corporation of Cardiff as to the supply of electrical energy for working the intended tramways, and also with any other tramway company or tramway companies with respect to the transmission of traffic from the respective tramways, and in respect of the use of other mechanical power over any existing tramway or tramways on such terms and conditions as the intended Order will prescribe and to empower the Promoters to enter into agreements and arrangements with the owners of the Cardiff and Penarth private road.

To incorporate in the Order some of the provisions of the Tramways Act, 1870, and of the following Orders, viz.: the Cardiff Tramways Order, 1871, the Cardiff Tramway Order, 1873, and the Cardiff Tramways (Extensions) Orders, 1878, 1884, and 1885, which Orders were respectively confirmed by the following Acts, viz.: the Tramways Orders Confirmation Act, 1871; the Tramways Orders Confirmation Act, 1873; the Tramways Orders Confirmation Act, 1878 (No. 2); the Tramways Orders Confirmation (No. 1) Act, 1884; and the Tramways Orders Confirmation (No. 1) Act, 1885.

And the Order will vary or extinguish all

rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the proposed tramways and works will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and with the town clerk of the borough of Cardiff, at his office at the Town Hall-buildings, Cardiff, and on or before the same day a copy of so much of such plans and sections as relates to each parish in or through which the proposed tramways will be laid will be deposited for public inspection in the case of each such parish with the parish clerk of each such parish at his residence, and on or before the same day a copy of the said plans and sections will be deposited at the Office of the Board of Trade, Whitehall-gardens, London. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for 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 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. Copies of their 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 17th day of November, 1896.

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

In Parliament.—Session 1897.

Caerphilly Urban District Council.

(Power to Council to construct new Waterworks for supply of their District; Compulsory Powers to take Lands, Easements, Springs, Streams, and Water Rights; and to break open and interfere with Streets, Roads, &c.; for preventing pollution of sources of supply; and of waste and improper use, abstraction, and fouling of water supplied by Council; Powers to Council to purchase by Compulsion or Agreement Gasworks of Caerphilly and Taff's Well Gas Light and Coke and Waterworks Companies, Limited, and the sites thereof; and to supply their District with Gas; Contracts with Local Authorities and others; Altering Rhymney Gas and Water Company's Act, 1892, and transfer of their Waterworks in District to Council; Rates, Rents and Charges; Bye-laws and Regulations; Borrowing Powers; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament next Session by the Caerphilly Urban District Council (hereinafter called "the Council") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

1. To authorise the Council to make and

maintain for the better supply of their district, or some parts thereof, in addition to their existing Waterworks, the works hereinafter described, or some of them, to be wholly situate in the county of Glamorgan, that is to say:—

No. 1. A weir to be situate wholly in the parish of Eglwysilan to be formed on the brook known as Nant-Cwm-Sarn, at a point therein 275 yards, or thereabouts, measured in a southerly direction along the course of the brook from the point where the boundary between the parishes of Llanfabon and Eglwysilan crosses the said brook.

No. 2. A line of pipes, to be situate wholly in the parish of Eglwysilan commencing at the weir above described and terminating at the public road from Nelson to Aber-tridwr through Cwm-Ceffyl, at a point about 70 yards measured in a southerly direction from the junction of the roadway leading to Caerllwyn farm-house with the said road.

No. 3. A reservoir (to be called the Cwm-Ceffyl Reservoir), to be situate wholly in the parish of Eglwysilan to be formed by means of an embankment or dam across the brook known as Nant-Cwm-Ceffyl at a distance of 100 yards or thereabouts measured in a southerly direction from the junction of the brook known as Nant-Cefn-llwyd with Nant-Cwm-Sarn and extending to a point on the brook known as Nant-Cefn-llwyd 140 yards or thereabouts measured in a northerly direction from the said junction and extending to a point on Nant-Cwm-Sarn 120 yards or thereabouts measured in a north-easterly direction from the said junction. The said embankment or dam will extend from the centre of Cwm-Ceffyl Brook, for a distance of 42 yards or thereabouts in a north-westerly direction, and for a distance of 36 yards or thereabouts in a south-easterly direction.

No. 4. A road diversion to be situate wholly in the parish of Eglwysilan, commencing at the said junction of the roadway leading to Caerllwyn farm-house with the public road from Nelson to Aber-tridwr, through Cwm-Ceffyl, and terminating at a point in the said public road 500 yards or thereabouts from the said junction measured northwards along the course of the said public road.

No. 5. A line of pipes to be situate wholly in the parish of Eglwysilan, commencing in the Cwm-Ceffyl Reservoir near the embankment thereof and terminating in the said public road from Nelson to Aber-tridwr through Cwm-Ceffyl at a point 70 yards or thereabouts measured in a southerly direction along that road from the junction therewith of the roadway leading to Caerllwyn farm-house.

No. 6. A reservoir (to be called the Twyn-yr-Harris Reservoir) to be situate wholly in the parish of Llanfabon, and to be formed by means of an embankment or dam across the Twyn-yr-Harris Brook at a point therein 440 yards or thereabouts measured in a westerly direction from Twyn-yr-Harris farm-house, and extending to a point in the said brook 41 yards or thereabouts measured in a westerly direction from the last mentioned point. The said embankment or dam will extend from the centre of the said brook for a distance of 28 yards or thereabouts in a northerly direction, and for a distance of 26 yards or thereabouts in a southerly direction.

No. 7. A line of pipes to be situate wholly in the parish of Llanfabon, commencing in the Twyn-yr-Harris Reservoir, near the

embankment thereof, and terminating in the public road leading from Ystrad-Mynach to Nelson at a point 360 yards or thereabouts measured along the said road in a westerly direction from the fifth milestone from Caerphilly.

No. 8. A line of pipes to be situate wholly in the parish of Llanfabon, commencing in the Twyn-yr-Harris Reservoir, near the embankment thereof, and terminating in the public road from Ystrad-Mynach to Twyn farm-house at the eastern end of the road leading from the said public road to Twyn-yr-Harris farm-house.

No. 9. A catchwater to be situate wholly in the parish of Llanfabon, commencing in the field numbered 787, in the parish of Llanfabon, on the ordnance map ($\frac{1}{25000}$ scale) at a point about 90 yards, measured in a westerly direction from the middle of the eastern fence of the said field, and terminating in the Twyn-yr-Harris Reservoir, near the southern end of the embankment thereof.

No. 10. A reservoir (to be called the Cwm-Ifor Reservoir) to be situate wholly in the parish of Eglwysilan, and to be formed by means of an embankment or dam across the brook known as Nant Ifor at a point 83 yards, or thereabouts, measured in a north-westerly direction from the westernmost corner of the field numbered 1379 in the parish of Eglwysilan on the ordnance map ($\frac{1}{25000}$ scale) and extending to a point on the said brook 140 yards, or thereabouts, measured in a northerly direction from the first mentioned point. The said embankment or dam will extend from the centre of Nant Ifor for a distance of 38 yards, or thereabouts, in a north-easterly direction, and for a distance of 37 yards, or thereabouts, in a south-westerly direction.

No. 11. A line of pipes to be situate wholly in the parish of Eglwysilan, commencing in the Cwm-Ifor Reservoir, near the embankment thereof, and terminating in the public road from Pen-yr-heol-ddu to Pen-yr-heol, at a point opposite the southernmost corner of the field numbered 1890, in the parish of Eglwysilan, on the ordnance map ($\frac{1}{25000}$ scale).

No. 12. A tank to be situate wholly in the parish of Eglwysilan, at or near the bore hole at Gwaen-gledyr in the field numbered 2309 in the said parish on the ordnance map ($\frac{1}{25000}$ scale).

No. 13. A line of pipes to be situate wholly in the parish of Eglwysilan commencing in the tank lastly hereinbefore described and terminating in the public road from Caerphilly to Nant-Garw, at or near the south-eastern corner of the last-mentioned field.

No. 14. A tank to be situate wholly in the parish of Eglwysilan in the field or enclosure, numbered 819, in the said parish on the ordnance map ($\frac{1}{25000}$ scale) and belonging to the representatives of Thomas Reynolds, deceased, at or near the south-western corner of the said field or enclosure.

No. 15. A line or lines of pipes to be situate wholly in the parish of Eglwysilan, commencing in the tank lastly described, and terminating at the termination of the intended work No. 2 hereinbefore described.

No. 16. A conduit or catchwater, to be situate wholly in the parish of Eglwysilan, commencing in Caerphilly Common at a point about 200 yards, measured in a south-easterly direction from the Watford Inn, and terminating in the present service tank of the Council on the Chapel Farm.

2. To authorise the Council to make, construct, lay down and maintain, in the several parishes, and places aforesaid, in connection with the said works, all necessary embankments, drains, byewashes, weirs, culverts, cuts, drains, sluices, filters, filtering beds, tanks, cisterns, mains, pipes, stand-pipes, hydrants, apparatus, roads, footpaths, bridges, approaches, buildings, works, and conveniences for collecting, impounding, filtering, conveying, and distributing water for the supply of their district, and other purposes of the Bill.

3. To empower the Council to deviate laterally from the lines of the intended works within the limits of deviation, shown upon the plans thereof, to be deposited as hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works, as shown upon the sections thereof, to be deposited as hereinafter mentioned.

4. To empower the Council to collect, impound, take, use, divert and appropriate, for the purpose of supplying their district with water, and other purposes of the Bill, the waters of the streams or brooks hereinafter mentioned, namely:—Nant-Cwm-Sarn, Nant-Cefn-Llwyd, Cwm-Ceffyl Brook, Twyn-yr-Harris Brook, and Cwm-Ifor Brook, and of the streams, springs, and waters which flow into the same respectively, above the said weir, reservoirs and catchwater, and also the waters of any other streams and springs which may be taken or intercepted by means of the said intended works, and all streams, springs, and waters which may be found in, upon, or under any lands which the Council may acquire under the powers of the Bill. All which said streams, springs and waters, flow directly, or derivatively into, or unite, with the Aber Brook and the River Rhymney, or one of them, and thence into the Bristol Channel.

5. To empower the Council to purchase and take by compulsion or agreement the field situate at Llanbradach numbered 1465, in the parish of Eglwysilan, on the ordnance map ($\frac{1}{25000}$ scale), belonging to William Edward De Winton and in the occupation of John Davies.

6. To empower the Council to purchase and take by compulsion or agreement, and to take leases and to hold lands, houses, springs, streams, waters, easements, and rights of water, and other rights, easements, and hereditaments in the several parishes and places aforesaid or elsewhere within or beyond their district for the purpose of making and maintaining the said intended works, or of the Bill, and to vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments, and to sell and dispose of or to let on lease from time to time any lands, houses, or other property acquired by them under the powers, and not required for the purposes of the Bill.

7. It is intended to take for the purposes of the intended works hereinbefore described and numbered (1) and (2) a portion or portions of the common or commonable lauds forming part of Mynydd Eglwysilan, situate in the parish of Eglwysilan, whereof it is estimated that about 4 acres 3 roods will be included within the limits of deviation shown upon the said plans, and about 3 roods 15 perches will be taken and used by the Council, and for the purposes of the intended work No. 16, a portion of Caerphilly Common, situate in the same parish, whereof it is estimated that about 13 acres 3 roods will be included within the limits of deviation shown upon the said plans and taken and used by the Council.

8. To make special provision for the protection of the waterworks property and water supply of

the Council, and for the prevention of frauds on the Council, and for preventing the pollution of the streams, springs, and gathering grounds, and sources of supply of the Council, and for preventing the fouling, waste, abstraction, misuse or unauthorised use of the water of the Council, and all improper practices in reference to the use of meters and fittings, and for the inspection of meters and fittings belonging to or used by the consumer, and to empower the Council to prescribe the form, nature, and materials of meters and fittings, and the mode of laying, constructing, connecting, disconnecting, repairing, and altering of service and communication pipes, meters, and fittings, to make bye-laws with respect to such matters, and to impose penalties for the breach of such bye-laws or of any of the provisions of the Bill.

9. To empower the Council for the purpose of laying down pipes, conduits, meters, and other works for the supply of gas and water to open, break up, cross, raise, lower, alter, stop up, or otherwise interfere with (whether temporarily or permanently) streets and roads (public and private) footpaths, rivers, streams, weirs, canals, navigations, railways, tramways, bridges, sewers, drains, gas and water pipes, telegraphic, telephonic and electric lighting pipes, posts, wires and apparatus within the several parishes, townships, and places aforesaid.

10. To empower the Council to provide, sell, let and deal in meters, fittings, and other apparatus used in connection with the supply and use of water and gas.

11. To empower the Council to demand, take and recover rates, rents and charges, differential or otherwise for the supply of water and gas, to alter existing rates, rents and charges for the supply of water and gas, and to confer exemptions from the payment of such rates, rents, and charges.

12. To alter and amend the Rhymney Valley Gas and Water Act, 1892, and to extinguish the powers and rights of the Rhymney Valley Gas and Water Company, to supply water within the part of the parish of Llanfabon, within the district of the Council which the said Company now supply, or are authorised to supply, with water, and to provide for the transfer of the works, mains, pipes, and water-rights of the said company, used for the supply of water to the said part of the said district for such consideration, and on such terms and conditions as may be agreed on or be determined by arbitration or be prescribed by the Bill.

13. To empower the Council to purchase and acquire, by compulsion or agreement, and to transfer to the Council, the undertakings, works, rights and property of the Caerphilly Gas Light and Coke and Waterworks Company, Limited, and of the Taff's Well Gas Light and Coke and Waterworks Company, Limited, and to provide for the payment of the debts and the distribution of the assets of the respective companies and for the winding-up and dissolution of the said companies; and to empower the Council to purchase and take, by compulsion or agreement, the lands forming the sites of the said gasworks.

14. To confer upon the Council all necessary powers to supply their district with gas and to maintain, improve and renew the gasworks of the said companies, after their transfer to the Council, and to deal in, sell, and dispose of gas, coal, lime, coke, tar, chemicals, and other residuals, to manufacture, provide, supply, let on hire and deal in gas meters, gas stoves for heating and cooking, fittings, and other apparatus, and to carry on the business usually carried on by gas companies; to demand, take, and recover rates, rents, and charges for the sale

and supply of gas, and for the sale and hire of gas stoves, gas meters and fittings, and other apparatus supplied or let by them; and to acquire, hold and use patent rights or licences, or authorities under letters patent, for the use of inventions relative to the manufacture, conversion, utilization, or distribution of gas or other means of artificial lighting, and of residual products.

15. To empower the Council to enter and carry into effect, vary and rescind contracts with any local sanitary or highway authority, county district, or parish council, corporation, or other public body, company, persons or person, for the supply of water or gas in bulk or otherwise, within or beyond the district of the Council.

16. To authorise the Council for the purposes of the Bill, to borrow money, and to charge the same by mortgage or otherwise upon the revenues of their waterworks and gasworks, and upon the district fund and general district rate of their district, or upon any or either of those securities as they may determine, or the Bill may prescribe.

17. To incorporate with, or make applicable to the Bill, with or without modification, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860 and 1869, the Waterworks Clauses Acts, 1847 and 1863, and the Gasworks Clauses Acts, 1847 and 1871, and any Acts amending or extending those Acts, so far as may be necessary for effecting the objects of the Bill, and to repeal, extinguish, vary, or modify all powers, rights, privileges, and exemptions which might interfere with the carrying out of the objects of the Bill, and to confer other rights, privileges and exemptions.

18. To confirm and give effect to any agreements which may be made before the passing of the intended Act touching any of the matters comprised in this Notice.

19. And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the intended waterworks showing the lines, situations, and levels thereof, and the lands and houses which may be required to be taken under the powers of the Bill with a book of reference to the said plans, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff, and on or before the same day a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said waterworks are intended to be made, or will be situate, or in which any lands intended to be taken compulsorily under the powers of the Bill are situate, with a copy of this Notice, published as aforesaid, will be deposited for public inspection 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 as regards any of the said parishes or places which is a rural parish for which a Parish Council has been elected, also with the clerk, if any, of the Parish Council of every such parish at his residence, and if in any such parish there be no clerk of such Council, then with the chairman of the Council at his residence.

20. 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, 1896.

DAVID LEWIS, Caerphilly, Solicitor and Clerk to the Council.

DURNFORD and Co., 38, Parliament-street Westminster, Parliamentary Agents

In Parliament.—Session 1897.

Bolton Tramways and Improvement.

(Extension of Bolton Corporation Tramways Within and Without the Borough; Power to Bolton Corporation to Work Tramways; Further Powers for Supply of Electricity; New Streets; Widening and Improvement of Streets and Roads; Diversion of Highways; Construction of Lake for Boating and other Recreative Purposes and Diversion of Middlebrook, and of the Footpath from Chorley New Road, and of a Sewer of Bolton Rural District Council; Purchase of Lands; Purchase of Ground Rent Payable in Respect of the Heywood Recreation Ground; Power to Sell the Fee Simple of Bolton Moor Lands; Power to Use Additional Lands for Manufacture of Gas and Residuals; Provision of Thrift Fund for Officers and Servants of the Corporation; Superannuation of Members of the Fire Brigade; Power to Construct Underground Lavatories, Urinals, and other Sanitary Conveniences; Further Powers as to Markets, Fairs, and Slaughter Houses; Nuisances; Libraries; Summoning of Council Meetings; Transfer of Powers of Overseers, Vestries, and as to Poor Rate Collection; Power to Appoint Members of Assessment Committee of Bolton Union; Alteration of Tolls and Rates and Making and Levying of New Tolls and Rates; Compulsory Redemption of Gas Annuities; Alteration and Enlargement of Borrowing Powers; Stock of Same or New Glass; Further Provision for Redemption of Debt; Amendment of Acts and Provisional Orders.)

A PPLICATION is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen and Burgesses of the Borough of Bolton, in the County of Lancaster (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):—

1. To enable the Corporation to make, lay down, form and maintain wholly in the county of Lancaster, all or some or one of the Tramways hereinafter described, with all necessary and proper rails, plates, sleepers, poles, cantilevers, 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, motor cars, dynamos, transformers, street boxes, electric lines (overhead and underground), 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, 3·18 chains in length), wholly in Chorley New-road, in the township of Lostock, in the parish of Deane, commencing by a junction with Tramway No. 5 constructed under the powers of the Bolton and Suburban Tram-

ways Order, 1878 (confirmed by the Tramways Orders Confirmation (No. 1) Act, 1878, and hereinafter referred to as the Order of 1878), at a point where that road is crossed by the township boundary between the townships of Lostock and Heaton, and terminating at the boundary between the townships of Lostock and Horwich, by a junction with Tramway No. 2, hereinafter described.

Tramway No. 2 (about 2 miles 3 furlongs and 7·95 chains in length), wholly in the township of Horwich, in the parish of Deane, commencing by a junction with Tramway No. 1 hereinbefore described, at the said boundary between Lostock and Horwich, in Chorley New-road aforesaid, passing along that road to and terminating at the junction therewith of Lee-lane.

Tramway No. 3 (about 1 mile 2 furlongs and 7·3 chains in length), wholly in the township of Horwich aforesaid, commencing in Chorley New-road aforesaid, by a junction with Tramway No. 2, hereinbefore described, opposite the southerly end of Victoria-road, passing thence along Victoria-road to the junction of that road with Church-street, thence in a westerly direction along Church-street and Lee-lane, and terminating at the westerly end of that lane by a junction with Tramway No. 2, hereinbefore described, near to the Crown Hotel.

Tramway No. 4 (about 1 mile 0 furlongs and 5·41 chains in length), partly in the parish of Bolton and partly in the townships of Deane and Over Hulton, in the said parish of Deane, commencing in Deane-road, in the parish of Bolton, by a junction with Tramway No. 3, authorised by the Bolton Corporation Tramways Act, 1891, at a point 1 chain north-east of the junction of Deane-road with Wigan-road, passing along Deane-road to the last mentioned junction, and thence along Wigan-road, in the said township of Deane, to the junction therewith of Deane Church-lane, thence along that lane, in the said parish of Bolton and the said township of Over Hulton, to St. Helens-road, in the said last-mentioned township, and terminating in that township by a junction with Tramway No. 5, hereinafter described, opposite the southerly end of Deane Church-lane aforesaid.

Tramway No. 5 (about 5 furlongs 5·77 chains in length), partly in the parish of Bolton, aforesaid, partly in the township of Over Hulton aforesaid, and partly in the township of Middle Hulton, in the said parish of Deane; commencing in the said parish of Bolton, by a junction with Tramway No. 4, constructed under the powers of the Order of 1878, at the termination of that tramway in St. Helens-road, passing along that road to the boundary between the said parish of Bolton, and Over Hulton, and thence passing along St. Helens-road in the townships of Over Hulton and Middle Hulton to, and terminating in that road at the southerly end of Hulton-lane.

Tramway No. 6 (about 6 furlongs and 7·14 chains in length), partly in the townships of Deane and Over Hulton aforesaid, commencing in the said township of Deane, in Wigan-road aforesaid by a junction with Tramway No. 4, hereinbefore described, at a point 0·77 chains east of the northerly end of Deane Church-lane aforesaid, passing thence along Wigan-road to the junction of that road with Hulton-lane,

thence along Hulton-lane and terminating in the said township of Over-Hulton in St. Helens-road aforesaid by a junction with Tramway No. 5, hereinbefore described, at its termination.

Tramway No. 7 (about 2 miles 0 furlong and 4.50 chains in length), partly in the parish of Bolton aforesaid, partly in the township of Tonge, in the parish of Bolton-le-Moors, and partly in the township of Turton, in the said parish of Bolton-le-Moors; commencing by a junction with Tramway No. 2, constructed under the powers of the Order of 1878, in Bradshawgate, near the northerly end of that street, crossing Deansgate, passing into and along Bank-street and Manor-street, to the junction therewith of Folds-road, thence passing along Folds-road to the boundary of the parish of Bolton and the said township of Tonge, and thence proceeding along Tonge Moor-road in the township of Tonge, to where that road is crossed by the boundary of Tonge and Turton aforesaid, and thence passing along Bradshaw Brow in Turton aforesaid, to and terminating at a point in that Brow opposite to the Royal Oak.

Tramway No. 8 (about 1 furlong and 7.59 chains in length), wholly, in the parish of Bolton aforesaid, commencing by a junction with Tramway No. 7, hereinbefore described, at the junction of Kay-street with Folds-road, thence passing into and along Bow-street into Bridge-street, and thence in a southerly direction along Bridge-street to and terminating by a junction with Tramway No. 2 (constructed under the powers of the Order of 1878), at a point 0.63 chains west of the southerly end of Bridge-street.

Tramway No. 9 (about 1 mile 1 furlong and 2.42 chains in length), partly in the parish of Bolton aforesaid, and partly in the township of Tonge aforesaid, commencing in the said parish of Bolton, at a point 0.83 chains north of the east end of Trinity-street, by a junction with Tramway No. 2, constructed under the powers of the Order of 1878, passing into and along Bridgeman-place, Bradford-street, and Bury-road, in the said parish of Bolton, thence along Bury-road, in the said township of Tonge, and terminating in that last-mentioned road at the boundary of Tonge and Brightmet.

Tramway No. 10 (about 1 mile 1 furlong and 0.09 chains in length), partly in the parish of Bolton, and partly in the township of Great Lever, in the parish of Middleton (detached), commencing in the said parish of Bolton, at a point in Trinity-street 0.59 chains west of the north end of Station-street, by a junction with Tramway No. 1, constructed under the powers of the Order of 1878, passing into and along Station-street, Bridgeman-street, Fletcher-street, Grecian-street, to Grecian-crescent, thence along Grecian-crescent to Ninehouse-lane, crossing that lane to and passing along Burlington-street to where that street meets Rishton-lane, in the said township of Great Lever, and thence along Rishton-lane to, and terminating at the junction of that lane with Green-lane, in the township of Great Lever aforesaid.

The said tramways hereinbefore described will be made and laid from, in, through or into the following parishes, townships, and extra-parochial places or some or one of them, namely:—

The townships of Lostock, Horwich, Deane,
No. 26798. G

Middle Hulton and Over Hulton, all in the parish of Deane and the parish of Bolton, and the townships of Tonge and Turton respectively, both in the parish of Bolton-le-Moors, and the township of Great Lever in the parish of Middleton (detached).

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.

All the tramways will be laid as single lines, except in the following instances, in which the same will be laid as double lines (that is say):—

Tramway No. 1.—In Chorley New-road:

Between points respectively 1 furlong 1.27 chains and 1 furlong 4.45 chains west of the said boundary, between the townships of Lostock and Heaton.

Tramway No. 2.—In Chorley New-road:

Between points respectively 2.63 chains and 5.81 chains west of the said boundary, between Lostock and Horwich;

Between points respectively 1 furlong 7.22 chains and 2 furlongs 1.4 chains west of the said last-mentioned boundary;

Between points respectively 2.14 chains and 5.32 chains south-east of a point opposite the south-west end of Fall Birch-lane;

Between points respectively 4.18 chains and 7.36 chains south-east of a point opposite the north-east end of Alexandra-road;

Between points respectively 1.86 chains south-east and 1.32 chains north-west of a point opposite the entrance to the "Bee Hive" public-house;

Between points respectively 1 furlong 2.38 chains and 1 furlong 5.56 chains north-west of a point opposite to the entrance to the "Bee Hive" public-house aforesaid;

Between points respectively 1 furlong 0.04 chains and 1 furlong 3.22 chains south-east of a point opposite the north-east end of Essex-street;

Between points respectively opposite the north-east end of Essex-street aforesaid, and 3.18 chains north-west thereof;

Tramway No. 4.—In Wigan-road:

Between points respectively 6.14 chains and 9.32 chains west of the junction of Deane-road with Wigan-road;

Between points respectively 1.41 chains east and 1.77 chains west of a point opposite the centre of the entrance gate to Whitebank Cottage;

Between points respectively 1.9 chains east and 1.28 chains west of a point opposite the east end of Whitebank-terrace;

Tramway No. 5.—In St. Helen's-road:

Between points respectively 1.59 chains north-east and 1.59 chains south-west of a point opposite the south-east end of Deane Church-lane.

Between points respectively 2.27 chains and 5.45 chains south-west of a point opposite the north-west end of Rowland-street;

Between points respectively 5.23 chains and 8.41 chains south-west of a point opposite the north end of Smethurst-lane;

Between points respectively 1 chain and 4.18 chains north-east of a point opposite the south end of Hulton-lane.

Tramway No. 6.—In Wigan-road:

Between points respectively 1 chain and 4.18 chains west of a point opposite the north end of Deane Church-lane.

Tramway No. 7.—In Folds-road, Tonge Moor-road, and Bradshaw Brow:

Between points respectively 0.27 chains and

3.45 chains north-east of a point opposite the northerly end of Tipping-street;

Between points respectively opposite the northerly end of Lum-street and 3.18 chains north-east thereof;

Between points respectively 1.05 chains south-west and 2.13 chains east of a point opposite the south-east end of Waterloo-street;

Between points respectively 0.5 chains and 3.68 chains north-east of the boundary of the parish of Bolton and the township of Tonge aforesaid;

Between points respectively 1.5 chains and 4.68 chains north-east of a point opposite the south-east end of Union-road;

Between points respectively 1.36 chains and 4.54 chains north of a point opposite the south-east end of Lower Wood-lane;

Between points respectively 1 furlong 5.73 chains and 1 furlong 8.91 chains north of a point opposite the south-east end of Lower Wood-lane;

Between points respectively 4.18 chains and 7.36 chains north of a point opposite the centre of the entrance gates to Moorfield;

Between points respectively 0.5 chains south and 2.68 chains north of a point opposite the east end of Hall-lane;

Between points respectively 1 furlong 2 chains and 1 furlong 5.18 chains south of the boundary of the townships of Tonge and Turton aforesaid;

Between points respectively at the said boundary of the townships of Tonge and Turton aforesaid and 3.18 chains north thereof;

Between points respectively 1 chain and 4.18 chains south of the termination of the tramway.

Tramway No. 9, in Bridgeman-place, Bradford-street, and Bury-road:

Between points respectively 2.12 chains south-west and 1.06 chains north-east of a point opposite the south end of River-street;

Between points respectively 2.16 chains south-west and 1.02 chains north-east of a point opposite the south-east end of Dorset-street;

Between points respectively 1.12 chains north-east and 2.06 chains south-west of a point opposite the south-east end of Portugal-street;

Between points respectively 0.65 chains and 3.83 chains north-east of a point opposite the north-west end of Fawcett-street;

Between points respectively 1.86 chains and 5.04 chains west of a point opposite the north end of Tonge Fold-road;

Between points respectively 0.22 chains and 3.40 chains east of a point opposite the north end of Bleakley-street;

Between points respectively 2 chains west and 1.18 chains east of a point opposite the south end of Atherton-street;

Between points respectively 1 chain and 4.18 chains west of the boundary between the townships of Tonge and Breightmet aforesaid.

Tramway No. 10.—In Station-street, Bridgeman-street, Fletcher-street, Grecian-street, Grecian-crescent, Burlington-street, and Rishton-lane:

Between points respectively 0.92 chains north of a point opposite the east end of Crook-street, and 1.21 chains south-west of a point opposite the east end of Through-court;

Between a point opposite the north-west corner of Coe-street and a point opposite the west end of York-street;

Between points respectively 6.71 chains south-west of a point in Bridgeman-street opposite the north-west end of Nile-street, and 0.77 chains north-west of a point opposite the north-west end of Albion-street;

Between points respectively 0.54 chains north-west and 2.64 chains south-east of a point opposite the south-west end of St. Mark-street;

Between points respectively 2.27 chains and 5.45 chains south-east of a point opposite the south-west end of Briscoe-street;

Between a point 1.36 chains south of the west end of Back Grecian-crescent, and 0.66 chains north-west of the south-west end of Brick-street;

Between points respectively 1.48 chains and 4.66 chains south of a point opposite the south-west end of Brick-street;

Between points respectively 0.15 chains and 3.33 chains south of a point opposite the east end of Boundary-street;

Between points respectively 4.84 chains and 8.02 chains north of a point opposite the centre of the east end of Lever Edge-lane.

The total length of the tramways hereinbefore mentioned will be 11 miles 2 furlongs 1.95 chains, of which the total length of double line will be 1 mile 6 furlongs and 7.22 chains, and of single line 9 miles 3 furlongs and 4.73 chains.

The Bill will provide that the said Tramway No. 4 shall not be laid in Wigan-road until the portion of that road along which the same is proposed to be laid is widened, and when so laid there will not at any part of any such road be a less space than 9 feet 6 inches between the outside of the footpath on either side of the road 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 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. 3:

In Lee-lane, on both sides thereof, between points respectively 1 chain south-east and 3.14 chains north-west of a point opposite the north-easterly end of Winter Hey-lane;

In Lee-lane, on both sides thereof, between points respectively 0.15 chains and 4.81 chains west of a point opposite the southerly end of Jones-street;

In Lee-lane, on both sides thereof, between points respectively 1 chain and 2.77 chains west of a point opposite the southerly end of Hope-street;

Tramway No. 4:

In Deane Church-lane, on the north-east side, for the whole length thereof, and on the south-west side thereof, between a point opposite the west end of Jubilee-street and the south-east end of Deane Church-lane aforesaid.

Tramway No. 5:

In St. Helens-road, on both sides thereof, between points respectively 0.7 chains north-east, and 2.48 chains south-west of a point opposite the south-east end of Deane Church-lane.

In St. Helens-road, on both sides thereof, between points respectively 2.27 chains and 5.45 chains south-west of a point opposite the north-west end of Rowland-street.

In St. Helens-road, on both sides thereof, between points respectively 5.23 chains

- and 8.41 chains south-west of a point opposite the north end of Smethurst-lane.
- In St. Helens-road, on both sides thereof, between points respectively 1 chain and 4.18 chains north-east of a point opposite the south end of Hulton-lane.
- Tramway No. 6:
- In Hulton-lane, on the west side, for the whole length thereof.
- Tramway No. 7:
- In Bradshawgate, on the east side thereof, between the commencement of the tramway and the north-east corner of Bradshawgate.
- In Bank-street, on both sides thereof, from the southerly end of that street to a point 3.09 chains north of that end.
- In Manor-street, on both sides, and for the whole length thereof.
- In Folds-road, on both sides thereof, between points respectively 0.27 chains and 3.45 chains north-east of a point opposite the northerly end of Tipping-street.
- In Folds-road, on both sides thereof, between points respectively opposite the northerly end of Lum-street and 3.18 chains north-east thereof.
- In Folds-road, on both sides thereof, between points respectively 0.42 chains and 1.05 chains south-westerly of a point opposite the south-easterly end of Waterloo-street.
- In Tonge Moor-road, on both sides thereof, between points respectively 0.5 chains and 3.68 chains north-east of the boundary between the parish of Bolton and the township of Tonge aforesaid.
- In Tonge Moor-road, on both sides thereof, between points respectively 1.5 chains and 4.68 chains north-east of a point opposite the south-east end of Union-road.
- In Tonge Moor-road, on both sides thereof, between points respectively 1 furlong 5.73 chains and 1 furlong 8.91 chains north of a point opposite the south-east end of Lower Wood-lane.
- In Tonge Moor-road, on both sides thereof, between points respectively 4.18 chains and 7.36 chains north of a point opposite the centre of the entrance gates to Moorfield.
- In Tonge Moor-road, on both sides thereof, between points respectively 1 furlong 2 chains and 1 furlong 5.18 chains south of the boundary of the townships of Tonge and Turton.
- In Bradshaw Brow, on both sides thereof, between points respectively at the said boundary of the townships of Tonge and Turton aforesaid, and 3.18 chains north thereof.
- In Bradshaw Brow, on both sides thereof, between points respectively 1 chain and 4.18 chains south of the termination of the tramway.
- Tramway No. 8:
- In Bow-street, on the north side, and for the whole length thereof.
- In Bridge-street, on the west side thereof, between Rushton-street and Corporation-street.
- In Bridge-street, on the west side thereof, from the south end of such street to a point 1.75 chains north thereof.
- Tramway No. 9:
- In Bridgeman-place, Bradford-street, and Bury-road;
- In Bridgeman-place, on the northerly side thereof, between points respectively 0.33 and 2.12 chains south-west of the south end of River-street;

- In Lower Bridgeman-street and Bradford-street, on both sides thereof, between points respectively 1.36 chains south-west and 3.5 chains north-east of a point opposite the north-westerly end of the road leading to the Springfield Paper Works;
- In Bradford-street, on both sides thereof, between points respectively 2.16 chains south-west and 1.02 chains north-east of a point opposite the south-east end of Dorset-street.
- In Bradford-street, on both sides thereof, between points respectively 1.12 chains north-east and 2.06 chains south-west of a point opposite the south end of Portugal-street.
- In Bury-road, on both sides thereof, between points respectively 2 chains west and 1.18 chains east of a point opposite the south end of Atherton-street.
- In Bury-road, on both sides thereof, between points respectively 1 chain and 4.18 chains west of the boundary between the townships of Tonge and Brightmet aforesaid.
- Tramway No. 10:
- In Bridgeman-street, on both sides thereof, between points respectively 1.25 chains south-west and 0.66 chains north-east of a point opposite the east end of Through-court.
- In Bridgeman-street, on both sides thereof, between a point opposite the north-west corner of Coe-street and a point opposite the west end of York-street.
- In Bridgeman-street, on the south-east side thereof, between points respectively 6.71 chains south-west of a point in Bridgeman-street, opposite the north-west end of Nile-street and 4.03 chains from a point opposite the north-west end of Back Fletcher-street South, and on the northerly side of Bridgeman-street, between points respectively 6.71 chains south-west of the said point opposite the north-west end of Nile-street, and 0.79 chains south-west of the said point opposite Back Fletcher-street South.
- In Fletcher-street, Grecian-street, Grecian-crescent, and Burlington-street, on both sides, for the whole length thereof.
- In Rishton-lane, on both sides thereof, between points respectively 0.15 chains and 3.33 chains south of a point opposite the east end of Boundary-street; and also in the same lane, on both sides thereof, between points respectively 4.84 chains and 8.02 chains north of a point opposite the east end of Lever Edge-lane.
- 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 stationery engines, and electric energy applied by means of accumulators and 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, and of the tramways without the Borough authorised by the Order of 1878.
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 all or any of the before-mentioned tramways, or for affording access to the stables, carriage, engine, boiler, and dynamo-houses, stations,

buildings, sheds, and works for the time being belonging to or in the occupation of the Corporation or of any other local authority, and used for the purpose of the said tramways or any of them.

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, channels and electric lines, and all necessary appliances.

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, and 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, electric line, or appliances 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, or appliances.

6. To authorise the Corporation and their lessees or other 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, district council, person, company, or body from time to time to enter into and fulfil contracts and agreements for and in relation to the construction, maintenance, use working, lease, sale, and purchase of the whole or any part of the said tramways, plant, and appliances, 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.

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 (with the consent of the local authority) any tramways in the district of such authority, which may for the time being be connected with any tramway or worked by the Corporation, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences, and to construct and place in, under, and over any streets all such works, apparatus, and appliances as may be requisite or expedient for the convenient working or user of the said tramways by any motive power before-mentioned, whether worked by the Corporation, local authority, or their respective lessees, 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 Sections 6 and 8 of The Bolton Corporation Tramways Act, 1893, and to provide for the purchase by the Urban District Council of Horwich of such of the said intended tramways as are to be laid in the said township of Horwich.

10. To empower the Corporation on the one hand, and any local authority, company, or person owning or lawfully working or using any tramway on the other hand, and particularly the Urban District Councils of Astley Bridge, Farnworth, Kearsley, and Horwich, 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.

11. To empower the Corporation, with the consent of the local authority of any district outside the Borough in which any tramway belonging to or worked by the Corporation is laid, to supply within that district electric power or energy for public and private purposes, under and according to the provisions of the Bolton Electric Lighting Order, 1893, or such other provisions as may be defined in the Bill or prescribed by Parliament, and for those purposes to construct, erect, and maintain and attach to any house or building, posts, conductors, wires, tubes, and apparatus, and to use for those purposes the generating stations and works of the Corporation, situate in Spa-road in the said Borough, and also to use the following lands for the purpose of a generating or transforming station, namely, certain lands situate in the said township of Horwich aforesaid, on the north-west side of Fall Birch-lane aforesaid, at the junction of that lane with Chorley New-road aforesaid, containing 500 superficial square yards or thereabouts.

12. To empower the Corporation wholly in the parish of Bolton aforesaid to make and maintain the following works (that is to say):—

A new street commencing in Central-street, at a point about 31 yards north of the northernmost rail of the tramways in Deansgate, opposite Central-street, and terminating by a junction with King-street, at a point about 32 yards north of the said northernmost rail of tramway in Deansgate, opposite King-street.

A widening and improving of Deansgate on the north side thereof, commencing at the westerly side of Central-street, and terminating at the easterly side of King-street.

A widening and improving of Deane-road and Wigan-road aforesaid, on the south side thereof, such widening commencing at the boundary of the Borough at Blackshaw-lane, and extending in a south-westerly direction for a distance of 3 furlongs and 11 yards.

13. To empower the Corporation in the township of Outwood, in the parish of Pilkington, to construct a new highway, commencing at the east end of the bridge over the Manchester, Bolton, and Bury Canal, known as Kilcoby-bridge, and terminating at the south-western end of the bridge carrying the Clifton and Colne Line of the Lancashire and Yorkshire Railway over the road leading to the Outwood Bleach

Works, and to stop up and extinguish all rights of way over so much of the highway through Rhodes' Farm, leading from the towing-path of the Manchester, Bolton, and Bury Canal to Molyneux Brow, as lies between the said towing-path and the said point of termination of the said new highway, and also to stop up and extinguish all rights of way over so much of the highway leading out of the said highway through Rhodes' Farm (at a point about 25 yards east of Rhodes' Farm-house), to Snape-hill, as lies between its said commencement and a point about 50 yards south of the bridge carrying the said railway over that highway.

14. To authorise the Corporation to make and maintain upon lands in the townships of Deane and Heaton aforesaid lying south of the Lancashire and Yorkshire Railway and east of the public footpath from Chorley New-road to Deane Clough, a lake for boating, swimming, fishing, and other recreative purposes, about 512 yards long and about 80 yards wide, commencing at a point about 19 yards east of the said public footpath from Chorley New-road and extending thence in an easterly direction; and for the purposes of such lake to divert wholly in the said township of Heaton the course of a portion of the Middle Brook, such diversion to commence at a point about 20 yards west of the junction therewith of Deane Brook, and to terminate in the Goit leading from Middle Brook aforesaid to the reservoirs of the Gilnow Bleachworks, at the weir now diverting the waters of Middle Brook aforesaid into that Goit; and also to authorise the Corporation for the purpose of the said lake, to divert, partly in the township of Deane and partly in the township of Heaton, portion of the course of Deane Brook, such diversion to commence at the present junction of that brook with the Middle Brook, and to terminate in the hereinbefore-mentioned diversion of Middle Brook, at a point about 35 yards east of the commencement of that diversion; and to authorise the Corporation to appropriate for the purposes of the said lake, and for the said diversion of Deane Brook, so much of the portion of the Middle Brook lying between the commencement of the said first-mentioned diversion and the said weir as may be required for those purposes, and to fill in the remaining portion thereof, and the Bill will authorise the Corporation to divert into and impound in the said lake the waters of the Middle Brook and Deane Brook, which flow over the said weir, and will also empower the Corporation to demand and take tolls and fares for admission to and the use of such lake, and to provide boats and apparatus and buildings for the same, and take charges in respect thereof, and also to make by-laws for regulating the use of the said lake. The waters of the said Middle Brook flow as to part into the said Goit, and as to the remaining part over the said weir into Middle Brook, and thence into the River Croal, and thence into the River Irwell, and thence into the Manchester Ship Canal, and thence into the estuary of the River Mersey.

15. To empower the Corporation in the townships of Deane and Heaton aforesaid to divert a sewer of the Bolton Rural District Council, such diversion to commence in the said township of Deane, at a point 120 yards south of the south end of the footbridge over the Middle Brook, carrying the present footway from Chorley New-road to Deane Clough, and terminating by a junction with a sewer of the said district council in the said township of Heaton, at a point 26 yards in a north-easterly direction from the northerly end of the said footbridge, and to take out and remove the existing sewer between the

said first mentioned point and the said sewer in Heaton, at the junction of such sewers about 22 yards north of the westerly end of the hereinbefore mentioned weir, and also to take out and remove the two storm overflows which join the Middle Brook at points respectively 10 yards south of the west end and 51 yards east of the east end of the said weir; also in the said township of Heaton to construct a storm overflow sewer, from the said sewer in Heaton aforesaid, commencing at a point in that sewer about two yards from the north-west end of the fence to Melrose Mill, and carried in a southerly direction to and terminating in the Middle Brook at a point about two yards from the south-west end of the said fence. To empower the Corporation wholly in the said township of Heaton to divert so much of the existing public footway from Gilnow to Lostock as lies between a point 45 yards east of the footbridge over the Goit to the Gilnow Bleachworks and a point about 60 yards in an easterly direction from the east side of the before-mentioned weir over the Middle Brook, and to make wholly in the said township of Heaton a new footway commencing at the said point 45 yards east of the last-mentioned footbridge, and thence crossing the said Goit by a bridge 12 feet wide, proceeding in a westerly direction on the northerly side of the said Goit to, and terminating at the said point 60 yards east from the said weir.

16. To authorise the Corporation to construct and maintain all necessary approaches, bridges, retaining walls, piers, abutments, embankments, arches, goits, sewers, drains, culverts, conveniences, and works in connection with the foregoing tramways, street improvements, and works, or any of them.

17. 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.

18. To enable the Corporation to purchase or otherwise acquire lands (including in that word where used in this notice lands, buildings, hereditaments) compulsorily or by agreement, for all or any of the purposes of their existing Acts and Orders and of the Bill.

19. 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.

20. To empower the Corporation to underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure, or affected by the intended works, or by the exercise of any powers contained in the Bill.

21. 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 Orders, and not required for the purposes for which they were acquired.

22. 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.

23. To empower the Corporation to purchase, and the owner thereof and all necessary parties to sell and assign to the Corporation the rent payable by the Corporation in respect of certain lands and premises in the Borough forming part of lands known as "The Heywood Recreation Ground," and now in lease to the Corporation for the term of 4,000 years.

24. To empower the Corporation to sell and convey in fee simple all or any of the lands out of which issue the rents known as the Bolton Moor Rents, vested or continued to be vested in them by the Bolton Improvement Act, 1854, and to alter and amend that Act so far as may be necessary for the purpose aforesaid.

25. To authorise the Corporation on the following lands in the parish of Bolton to erect Gas Works, 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 manufacture of matters producible therefrom, and to manufacture, convert, sell, and dispose of such articles, products, and things, viz. :—

A piece of land containing an area of 3,354 square yards or thereabouts, now belonging to the Corporation, and adjoining their existing Gasworks, and bounded on the northerly side by the said Gasworks and Back Bengal-square North, on the southerly side by Back Bengal-square South, on the easterly side by Moor-lane, and on the westerly side by the said Gasworks.

A piece of land containing an area of 144 square yards or thereabouts, now belonging to the Corporation, and adjoining to the said Gasworks, and bounded on the northerly and westerly sides by the said Gasworks, on the easterly side by No. 26, Forge-street and on the southerly side by Forge-street.

26. To authorise and provide for the establishment of a Fund for the encouragement of thrift among the officers and servants of the Corporation or any class or classes thereof, and for the amount of the contributions to be paid thereto by such officers and servants, and for the payments to be made to them out of the said fund on death or retirement, and to provide that such contributions or certain of them, or some portion thereof shall be compulsory, and as to such to authorise the Corporation to deduct the amounts thereof from the salaries or wages of the officers and servants liable to the payment thereof, and to empower the Corporation to contribute to and assist in the formation of the said fund, and to receive deposits of moneys for the purposes thereof, and to pay simple or compound interest thereon, and on the said contributions, and to charge all such moneys and interest on and to pay the same out of their funds, rates, and revenues, and to provide (if thought fit) for the appointment of a Committee or Committees of the said officers and servants to act with or to assist the Corporation in establishing and administering, and in keeping and auditing the accounts of the said fund, and to confer on the Corporation and their officers and servants and the said Committees all powers necessary or expedient for or in relation to any of the purposes aforesaid.

27. To empower the Corporation to make provision for the retirement, superannuation, and pensioning of the officers, members and servants of

the Fire Brigade, and (if thought fit) to compel contribution thereto by the said officers, members, and servants, or any of them, and to deduct the amount thereof from their salary or wages.

28. To empower the Corporation to construct Lavatories, Urinals, and other Sanitary Conveniences in and under the surface of any street in the Borough, and to make access thereto from any street, and to fit up the same and supply the same with water, and to charge for the use of the same or any of them, and to make and enforce by-laws and regulations for such use, and generally in relation thereto.

29. To constitute all Markets and Fair Places and Slaughter Houses to be Streets, Public Highways and Public Places for all purposes of and relating to Police, and to the Vagrancy Acts, and to regulate and (if thought fit) to prohibit in such places the erecting or placing of caravans, booths, shows, and places and things for public entertainment.

30. To empower the Corporation to appoint and pay more than one Inspector of Nuisances.

31. To increase the amount of the rate leviable by the Corporation for the purposes of Public Libraries.

32. To extend the provisions of Section 121 of the Bolton Improvement Act, 1877, as to the form and service of Notices by the Corporation to summonses to members to attend meetings of the Town Council.

33. To confer upon the Corporation all or some of the rights, powers, privileges, duties, and liabilities of Overseers, the powers of a Vestry under the Poor Rate Assessment Act, 1869, or any Act altering or amending the same, and the powers, duties, and liabilities of a Parish Council, and to constitute the Corporation the rating Authority for all purposes within the Borough, and the collectors of all rates leviable in or in respect of the Borough, and to abolish the office of collectors of poor rates therein, and to make compensation to any person injuriously affected under the before-mentioned provisions, and to make all such provisions as regards the extra Municipal Townships and Parishes within the Bolton Union as may be necessary or consequent on the matters aforesaid, and the Bill will or may authorise and require the Guardians of the said Union to issue to the Corporation a precept to pay out of their Borough Fund and Borough Rate the amount of the Poor Rate payable in respect of the Parish of Bolton, and will in such case confer all necessary powers on the Corporation accordingly.

34. To empower the Corporation to appoint members of the Assessment Committee of the Bolton Union, and to increase the members of that Committee accordingly.

35. 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.

36. To empower the Corporation to purchase or redeem all or any of the gas annuities created under the Bolton Corporation Act, 1872, upon such terms and conditions as may be defined in the Bill or settled by arbitration.

37. 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 construction of a Fire Engine Station and of their Fever Hospital, and for the purposes of Article III. of the Bolton

Order, contained in the Local Government Board's Provisional Orders Confirmation (No. 15) Act, 1893, and for the making of compensation for and in relation to the demolition of insanitary buildings, to apply their Corporate funds and any moneys which they are already authorised to borrow, and to borrow further moneys by mortgage 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 Funds and District Rates, lands, tenements, hereditaments, tramway, 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 or for the redemption of any annuities or other charges for the payment of which they are liable, and to alter the present mode of borrowing moneys, and to relieve the Corporation from being affected by any trusts in relation to borrowed moneys.

38. The Bill will or may enable the Corporation to exercise all or any of the powers of the Public Health and Local Government 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 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.

39. The Bill will, so far as may be deemed necessary or expedient, alter and extend or repeal, and if thought fit consolidate all or some of the provisions of, among other local and personal Acts, and Public Acts of a local character and Provisional Orders thereby confirmed, the following (that is to say) the Bolton Improvement Acts passed in the years 1854, 1861, 1864, 1865, 1877, and 1882 respectively, the Bolton Corporation Act, 1872, the Bolton and Suburban Tramways Order, 1878, the Bolton and Suburban Tramways Order, 1888, the Bolton Corporation Tramways Act, 1891, the Bolton Corporation Tramways Act, 1893, the Bolton Orders of the Local Government Board confirmed by Acts passed in the years 1864, 1871, 1879, 1885, 1888, 1890, 1892, 1893, and 1894 respectively, 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 Orders, and of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Tramways Act, 1870, the Locomotives Act, 1865, the Public Libraries and Museums Acts, the Public Health Acts, the Local Loans Act, 1875, the Local Loans Sinking Fund Act, 1885, the Gasworks Clauses Acts, 1847 and 1871, 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 tram-

ways and works, and the lands in or through which they will be respectively laid or made, and plans showing the lands 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, and of the occupiers of such lands, 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 on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra parochial place in or through which the intended tramways and works will be respectively laid or made, or in which any lands are intended to be taken, and a copy of this notice will be deposited in the case of every of such parishes as is an urban parish, with the Clerk of such parish at his residence, in the case of an extra parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence, and as regards any of the before-mentioned parishes or places which is a rural parish for which a Parish Council has been elected, also with the clerk (if any) of the Parish Council of every such parish at his residence, and if in such parish there be no clerk of such council, then with the chairman of that council at his residence.

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

Dated this 19th day of November, 1896.

R. G. HINNELL, Town Clerk, Bolton.

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

In Parliament—Session 1897.

Lowestoft Corporation (Waterworks and Gasworks Transfer).

(Purchase by Compulsion or Agreement of Undertaking of Lowestoft Water, Gas, and Market Company; Maintenance and Improvement of all or some of existing Water or Gas Works; Supply of Water and Gas; Meters and Fitting. Regulations and conditions as to Supply of Water and Prevention of Waste and Undue Consumption. Confirmation of Purchase of Market and Market Rights. Rates and Charges. Borrowing of Money. Repeal. Amendment and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen, and Burgesses of the Borough of Lowestoft (hereinafter referred to as the Corporation), for an Act for all or some of the following purposes and objects (that is to say):

To empower the Corporation to purchase by compulsion or agreement the waterworks, gasworks, and other the undertaking, rights, powers, and properties of the Lowestoft Water, Gas, and Market Company (hereinafter called the Company), to provide for the transfer to and vesting in the Corporation of the said undertaking, rights, powers, and properties, the application of the purchase money, the payment of the debts of the Company, the redemption, cancellation, or extinction of all mortgages, debentures, ordinary, and preference stock and shares of the Company, the employment of or compensation to officers and servants of the Company, and the winding-up and dissolution of the Company, and to confirm and carry into effect any agreement between the Company and

the Corporation entered into prior to the passing of the intended Act for the sale and purchase of the undertaking or otherwise in relation to the matters aforesaid.

To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer to the Corporation of the Company's undertaking, rights, powers, and properties.

To empower the Corporation to carry on the undertaking, and to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorise the Corporation to supply water for public, domestic, trade, shipping, and other purposes within the Company's limits of supply, including the following parishes, townships, or places (that is to say): Lowestoft, Gunton, Kirtley (otherwise Kirkley), Pakefield, Carlton Colville, Lound, Somerleyton, Blundeston, Corton Flixton, Oulton, Hopton, Belton, and Ashby, all in the county of Suffolk.

To authorise regulations and bye-laws for the prevention of waste, undue consumption and contamination of water supplied by the Corporation; to provide for the testing and stamping of fittings, the entry of houses supplied with water, and the execution of works for the prevention of waste or undue consumption of water; to provide for the supply of water by meter; to authorise the gratuitous supply of water to public fountains and troughs; the payment of water rates and charges by owners of small houses, and in other respects to make provision with regard to the domestic and trade supply of water.

To authorise the Corporation to maintain, and from time to time to improve, enlarge, alter, or renew, or discontinue the existing gas works of the Company, to be acquired as aforesaid upon the lands upon which the Company are authorised to manufacture and store gas, and residual products, and upon such lands to erect, lay down, provide, maintain, and from time to time enlarge, improve, alter, renew, or discontinue additional gas works, 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, and to authorise the Corporation to supply gas within the Company's limits of supply, including the following parishes, townships, and places, (that is to say), Lowestoft, Gunton, Kirtley (otherwise Kirkley), Pakefield, Carlton Colville, and Oulton, all in the County of Suffolk.

To empower the Corporation to supply gas for lighting, heating, motive, warming, and other purposes.

To empower the Corporation to manufacture, purchase, provide, sell, and let on hire, or otherwise deal in meters, fittings, engines, and other apparatus incidental to the supply of water or gas, and to make provision for the inspection and testing of meters and fittings.

To authorise the Corporation, and any district council, parish council, or person to enter into and carry into effect contracts for the supply of water or gas beyond the limits of supply, and to confer upon such councils the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary monies.

To authorize the Corporation for any of the purposes of their water, gas, or market undertakings, to purchase by agreement, or take on lease, and hold land, houses and buildings, and

to sell, lease, or otherwise dispose of any lands, houses, or buildings for the time being belonging to them, and not required for the purposes of the undertakings.

To empower the Corporation to levy and recover rates, rents, and charges for the supply of water and gas, and for the sale and hire of meters, stoves, and fittings, and to increase, alter, or reduce the rates, rents, and charges authorised by the Company's Acts.

To confer upon the Corporation all or some of the powers contained in the several Acts relating to the Company's undertaking, and to exempt the Corporation from the enactments limiting the profits of the undertaking.

To provide for the application of the revenue and profits arising from the water undertaking and gas undertaking of the Corporation, and for meeting any deficiency in the net revenue of those undertakings respectively, and to provide for the formation and application of reserve funds in respect of the said undertaking.

To confirm the purchase by the Corporation of the Company's market and market rights, and to provide for the vesting of the same in the Corporation.

To authorise the Corporation to borrow money for the purposes of the intended Act upon the security of their water and gas undertakings, or the revenue thereof respectively, and upon the district funds and general district rates, and any other rates or property of the Corporation, and to empower the Corporation to grant and issue mortgages, stock, debentures, and debenture stock, in respect thereof; and to empower the Corporation to grant annuities chargeable upon the undertakings, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities.

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

To alter, amend, extend, enlarge, or repeal or re-enact, with or without amendment, all or some of the provisions of the following local Acts:—The Lowestoft Water, Gas, and Market Act, 1853; the Lowestoft Water, Gas, and Market Act, 1857; the Lowestoft Water, Gas, and Market Act, 1863; the Lowestoft Water, Gas, and Market Act, 1877; and all other Acts relating to the Company: the Lowestoft Improvement Act, 1854; and all other Acts relating to the Corporation.

To incorporate and apply, with or without modification, or render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Companies Clauses Consolidation Act, 1845; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Gasworks Clauses Acts, 1847 and 1871; the Local Loans Act, 1875; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

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

Dated this 12th day of November, 1896

R. B. NICHOLSON,

Town Clerk,

Lowestoft.

SHARPE, PARKER, PRITCHARDS, and BAKHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1897.

Great Yarmouth and District Tramways.

Construction of Tramways in the Borough of Great Yarmouth and in the Parish of Caister next Yarmouth in the county of Norfolk; Provisions as to the user of Electric, Mechanical, or Animal Traction; for the transfer or vesting of the Undertaking authorised by the Yarmouth and Gorleston Tramways Order 1883; and amalgamation of the proposed Tramways there with; Tolls Rates and Charges; Agreements; Repeal and Amendment of Acts and Orders 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 to authorise the making forming laying down and maintaining the several tramways or some of them with all necessary works and conveniences hereinafter described or some or one of such tramways with all necessary and proper rails points plates and sleepers (that is to say):

Tramway (No. 1) situate wholly in the parish of Great Yarmouth commencing in Hall Quay in the centre of the roadway due north of the refuge opposite the entrance to the Town Hall passing thence in a northerly direction along Hall Quay and North Quay-road and terminating therein at a point 1.10 chains or thereabouts measured in a north-easterly direction from the intersection of North Quay-road with the Conge.

This tramway will be double line except at the following place where it will be a single line:—In North Quay-road from a point 1.90 chains or thereabouts measured in a south-easterly direction from the intersection of the said North Quay-road and Row No. 48, to a point 1.20 chains or thereabouts measured in a northerly direction from the intersection of the said North Quay-road and Row No. 45.

Tramway (No. 2) situate wholly in the parish of Great Yarmouth, commencing by a junction with Tramway No. 1 at its termination passing thence in a northerly direction along North Quay and into and in an easterly direction along Fuller's-hill and terminating therein at a point 0.90 chains or thereabouts measured in a southerly direction from the intersection of Fuller's-hill and Northgate-street.

This tramway will be a double line except at the following place where it will be a single line:—In North Quay between points respectively 2.70 chains and 0.90 chain or thereabouts measured in a southerly direction from the intersection of Fuller's-hill with North Quay.

Tramway (No. 3) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 2 at its termination passing thence in a south-easterly direction along Church Plain and terminating therein at or about the junction of Church Plain Market-place (east side) and St. Nicholas'-road.

Tramway (No. 4) situate wholly in the parish of Great Yarmouth commencing by a junction with tramway No. 3 at its termination passing thence in an easterly direction along St. Nicholas'-road and Euston-road and in a southerly direction along Langham-road and the Marine-parade and terminating therein at a point 1.00 chain or thereabouts measured in a southerly direction from the inter-section of Marine-parade and Regent-road.

This tramway will be a double line except at the following place, where it will be a single line:—In St. Nicholas-road and Euston-road from a point 2.20 chains or thereabouts measured in a westerly direction from the inter-section of St. Nicholas'-road and Nelson-road to a point 1.80 chains or thereabouts measured in a westerly direction from the intersection of Euston-road and Langham-road.

Tramway (No. 5) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 4 at its termination, passing thence in a southerly direction along the Marine-parade and terminating therein at a point 0.50 chain or thereabouts measured in a northerly direction from the centre of the entrance to the Wellington Pier.

Tramway (No. 6) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 5 at its termination, passing thence in a southerly direction along the Marine Parade and into and in a westerly direction along King's-road Nelson-road South and Queen's-road and terminating in the last-named road at a point 0.25 chain or thereabouts measured in a south-easterly direction from the inter-section of Blackfriars'-road and Queen's-road.

Tramway (No. 7) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 6 at its termination passing thence in a north-westerly direction along Queen's-road and into and in a northerly direction along South Gates-road, and terminating in the last-named road at a point 0.50 chain or thereabouts measured in a southerly direction from the inter-section of South Gates-road with Friar's-lane.

Tramway (No. 8) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 7 at its termination passing thence in a northerly direction along South Gates-road South Quay and Hall Quay and terminating in the last-named place by a junction with Tramway No. 1 at a point 2.50 chains or thereabouts from the commencement of the said Tramway No. 1.

Tramway (No. 9) situate wholly in the parish of Great Yarmouth commencing by a junction with Tramway No. 1 at its commencement passing thence into and along Regent-street King-street Regent-road and the Marine-parade and terminating in the last-named place by a junction with Tramway No. 4 at its termination.

This tramway will be a single line except in the following places where it will be a double line:—In Hall Quay from its commencement for a length of 2.00 chains. In Regent-road between points respectively 0.30 chain or thereabouts and 5.00 chains or thereabouts measured in an easterly direction from the intersection of Regent-road and Dene-side. In Regent-road and Marine-parade from a point 2.00 chains or thereabouts measured in an easterly direction from the intersection of Regent-road and Wellesley-road to the termination of the tramway.

Tramway (No. 10) situate wholly in the parish of Great Yarmouth commencing in South Denes-road at a point 2.00 chains or thereabouts measured in a southerly direction from the entrance to the Grand

Stand passing thence in a northerly direction along South Denes-road and South Gates-road and terminating in the last-named road by a junction with Tramway No. 7 at or about the intersection of South Gates-road and Queen's-road.

This tramway will be a single line except at the following places where it will be a double line:—In South Denes-road from the commencement of the tramway for a length of 3 chains. In South Denes-road between points respectively 13 chains or thereabouts and 16 chains or thereabouts measured in a northerly direction from the commencement of the tramway. In South Denes-road from a point opposite the north-east corner of the Corporation Electric Light Station for a length of 3'00 chains or thereabouts measured in a northerly direction. In South Denes-road and South Gates-road between points respectively 2'00 chains or thereabouts south, and 1'00 chain or thereabouts north of the inter-section of South Denes-road and Barrack-road. In South Gates-road from a point 1'50 chains or thereabouts measured in a southerly direction from the termination of the tramway to its termination.

Tramway (No. 11) situate wholly in the parish of Great Yarmouth commencing by a junction with Tramway No. 10 at a point 0'70 chain or thereabouts measured in a southerly direction from the intersection of Newcastle-road and South Denes-road passing thence into and along Newcastle-road and in a northerly direction along Exmouth-road and into Queen's-road and terminating in the last-named road by a junction with Tramway No. 6 at its termination.

This tramway will be a single line except at the following place where it will be a double line:—In Exmouth-road and Queen's-road from a point 1'50 chains or thereabouts measured in a southerly direction from the termination of the tramway to its termination.

Tramway (No. 12) situate wholly in the parish of Great Yarmouth commencing by a junction with Tramway No. 7 at its termination passing thence into and along Friars'-lane King-street St. George's-plain Dene Side theatre Plain and Market-place (east-side) and terminating by a junction with Tramway No. 3 at its termination.

This tramway will be a single line except at the following places where it will be a double line:—In South Gates-street Friars'-lane and King-street from its commencement to a point 2'00 chains or thereabouts measured in a northerly direction from the intersection of King-street with Friars'-lane. In King-street from the intersection of King-street and St. Peter's-road for a length of 3'00 chains measured in a northerly direction. In Theatre-plain between points respectively 1'50 chains or thereabouts and 4'50 chains or thereabouts measured in a northerly direction from the intersection of Regent-road and Dene Side. In Market-place (east side) from a point 2'50 chains from the termination of the tramway to its termination.

Tramway (No. 13) situate wholly in the parish of Great Yarmouth (single line) commencing by a junction with Tramway No. 12 in King-street at a point 0'85 chain or thereabouts measured in a southerly direction from the intersection of King-street and St. George's-plain passing thence into and along the roadway on the north side of St. George's Church-yard

and terminating by a junction with Tramway No. 12, at a point 0'70 chain or thereabouts measured in a northerly direction from the intersection of Trafalgar-road and Dene Side.

Tramway (No. 14) situate wholly in the parish of Great Yarmouth (double line) commencing by a junction with Tramway No. 2 at its termination passing thence into and along Northgate-road and Caister-road and terminating in the last named road at a point 0'50 chain or thereabouts measured in a southerly direction from the centre line of the Eastern and Midlands Railway where it crosses Caister-road.

Tramway (No. 15) situate wholly in the parish of Great Yarmouth commencing by a junction with Tramway No. 14 at its termination in Caister-road crossing the Eastern and Midlands Railway on the level passing thence into and along Beaconsfield-road and terminating at a point 12 chains or thereabouts measured in an easterly direction from the intersection of Beaconsfield-road and Caister-road.

This tramway will be a single line except at the following place where it will be a double line:—In Caister-road from the commencement of the tramway for a length of 1'50 chains.

Tramway (No. 16) situate wholly in the parish of Great Yarmouth commencing by a junction with Tramway No. 15 in Caister-road at a point 0'50 chain or thereabouts measured in a northerly direction from the centre of the Eastern and Midlands Railway where it crosses the Caister-road and terminating in the said road at the parish boundary separating the parishes of Great Yarmouth and Caister-next-Yarmouth.

This tramway will be a single line except at the following places where it will be a double line:—In Caister-road from the commencement of the tramway for a length of 10 chains. Between points respectively 22 chains or thereabouts and 25 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 37 chains or thereabouts and 40 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 52 chains or thereabouts and 55 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 67 chains or thereabouts and 70 chains or thereabouts measured in a northerly direction from the commencement of the tramway. From a point 3'00 chains or thereabouts from the termination of the tramway to its termination.

Tramway (No. 17) situate wholly in the parish of Caister-next-Yarmouth commencing by a junction with Tramway No. 16 at its termination passing along Caister-road and Beach-road and terminating in the last named road at a point 2'50 chains or thereabouts measured in an easterly direction from the intersection of the Caister-road and Beach-road.

This tramway will be a single line except at the following places where it will be a double line:—Between points respectively 12 chains or thereabouts and 15 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 27 chains or thereabouts and 30 chains or thereabouts measured in a

northerly direction from the commencement of the tramway. Between points respectively 42 chains or thereabouts and 45 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 57 chains or thereabouts and 60 chains or thereabouts measured in a northerly direction from the commencement of the tramway. Between points respectively 67 chains or thereabouts and 70 chains or thereabouts measured in a northerly direction from the commencement of the tramway. From a point 2.00 chains or thereabouts from the termination of the tramway to its termination.

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 next rail of the tramway :—

Tramway (No. 2) in Fuller's-hill on the north side thereof from a point 1.30 chains or thereabouts measured in an easterly direction from the intersection of Fuller's-hill and North-quay to the termination of the tramway; in Fuller's-hill on the south side thereof from a point 2.15 chains or thereabouts measured in an easterly direction from the intersection of Fuller's-hill and North-quay to the termination of the tramway.

Tramway (No. 4) in St. Nicholas-road on both sides from the western end thereof for a length of 9.75 chains or thereabouts and between points respectively 4.80 chains or thereabouts and 0.20 chain or thereabouts measured in a westerly direction from the intersection of Manby-road and St. Nicholas-road. In Euston-road on both sides thereof between points respectively 0.30 chain or thereabouts and 1.50 chains or thereabouts measured in an easterly direction from the intersection of Manby-road and Euston-road.

Tramway (No. 6) in Marine-parade on both sides thereof between points respectively 1.40 chains or thereabouts and 4.70 chains or thereabouts measured in a southerly direction from the centre of the entrance to Wellington Pier. In King's-road on both sides thereof for its entire length. In Nelson-road South on both sides thereof between points respectively 0.20 chain or thereabouts and 1.80 chains or thereabouts south of its intersection with King's road.

Tramway (No. 9) in Regent-road on both sides thereof between points respectively 1.50 chains or thereabouts and 3.60 chains or thereabouts measured in an easterly direction from the intersection of Regent-road and Dene Side.

Tramway (No. 10) in South Denes-road on both sides thereof between points respectively 13 chains or thereabouts and 16 chains or thereabouts measured in a northerly direction from the commencement of the tramway.

In South Gates-road on both sides thereof between points respectively 0.90 chain or thereabouts measured in a southerly direction and 3.00 chains or thereabouts measured in a northerly direction from the intersection of Selby-place and South Gates-road.

Tramway (No. 11) in Exmouth-road on both

sides thereof from a point 0.40 chain or thereabouts measured in a northerly direction from the intersection on Newcastle-road and Exmouth-road to a point 1.90 chains or thereabouts measured in a northerly direction from the intersection of Selby-place and Exmouth-road.

Tramway (No. 12) in Friars'-lane on both sides thereof between points respectively 4.20 chains or thereabouts measured in a westerly direction and 2.20 chains or thereabouts measured in an easterly direction from the intersection of Friars'-lane and Middlegate-street. In King-street on both sides thereof from the intersection of the said street with St. Peter's-road for a length of 3.00 chains measured in a northerly direction. In King-street on both sides thereof between points respectively 0.60 chain or thereabouts and 2.00 chains or thereabouts measured in a northerly direction from the intersection of King-street and York-road. In Dene Side on both sides thereof between points respectively 1.10 chains or thereabouts and 2.50 chains or thereabouts measured in a northerly direction from the intersection of St. George's-plain and Dene Side. In Dene Side on both sides thereof between points respectively 0.50 chain or thereabouts and 7.80 chains or thereabouts measured in a northerly direction from the intersection of Trafalgar-road and Dene Side. In Market-place (east side) on both sides thereof between points respectively 0.50 chain or thereabouts and 1.70 chains or thereabouts measured in a northerly direction from the intersection of Market-place (east side) with Market-road.

Tramway (No. 13) in King-street on both sides thereof between points respectively 1.00 chain or thereabouts and 2.90 chains or thereabouts measured in a northerly direction from the intersection of King-street and St. George's-plain.

Tramway (No. 16) in Caister-road on both sides thereof between points respectively 22 chains or thereabouts and 25 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 37 chains or thereabouts and 40 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 52 chains or thereabouts and 55 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 67 chains or thereabouts and 70 chains or thereabouts measured in a northerly direction from the commencement of the tramway; from a point 3.00 chains or thereabouts measured in a southerly direction from the termination of the tramway to its termination.

Tramway (No. 17) in Caister-road on both sides thereof between points respectively 12 chains or thereabouts and 15 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 27 chains or thereabouts and 30 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 42 chains or thereabouts and 45 chains or thereabouts measured in a northerly direc-

tion from the commencement of the tramway; between points respectively 57 chains or thereabouts and 58.50 chains or thereabouts measured in a northerly direction from the commencement of the tramway; between points respectively 2.00 chains or thereabouts and 11 chains or thereabouts measured in a northerly direction from the intersection of Tan-lane with Caister-road.

The aforesaid tramways will be made or pass from in through or into the parish of Great Yarmouth and the parish of Caister next Yarmouth both in the county of Norfolk and are intended to be constructed on a gauge of 3 ft. 6 in. or such other gauge as may be prescribed by the Provisional Order or hereafter agreed upon and sanctioned by the Board of Trade. It is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways. To empower the Promoters 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 telegraphic tubes and apparatus and to lay down on in under or over the surface of any street road or place such posts brackets wire or apparatus and to make and maintain such openings posts brackets or wires 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 for access to or in connection with any engines machinery or apparatus and to empower the Promoters to erect such engines and machinery for working the tramways within the said parishes of Great Yarmouth and Caister next Yarmouth. To enable the Promoters for all or any of the purposes of the proposed tramways and works 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 Promoters 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 Promoters from time to time to make and maintain alter and remove such crossings passing places sidings junctions curves turnouts 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 Promoters.

To enable the Promoters 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 merchan-

dise 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 Promoters 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 laying down maintaining renewing repairing directing working and using the proposed tramways and the rails plates sleepers and works connected therewith and for facilitating the passage of carriages and traffic over or along the same or any part thereof and to confirm any agreements entered into or to be entered into with any such County Council Urban District Council local authority company body or person. To empower the Promoters 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 energy for the purposes of the Order and to sanction and confirm any such agreements as may be or have been already entered into.

To authorise the Promoters and all persons corporations and companies lawfully using the intended tramways 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 bye-laws as the Board of Trade may from time to time make by means of electric or animal traction or traction by locomotives moved otherwise than by steam or other engines or other mechanical electrical 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 locomotive or other power as aforesaid.

To provide for the transfer or the vesting of the undertaking authorised by the Yarmouth and Gorleston Tramways Order 1883 together with all the rights powers and privileges attaching thereto at the date of such transfer or amalgamation to or in the Promoters on such terms and conditions as may have been or may be agreed on or the Order may prescribe or to confirm or give effect to any agreement or agreements in that behalf and to provide for the amalgamation of the said undertaking together with such rights powers and privileges as aforesaid with the undertaking to be authorised by this Order and for the same to be carried on as one undertaking and to enable the Promoters to exercise all the rights powers and privileges of the Promoters of the said undertaking authorised by the said Order with reference to the maintenance and working of the tramways thereby authorised and all other rights powers and privileges of the said Promoters attaching at the date of the said transfer or amalgamation and otherwise subject to such alterations and additions as may be contained in this Order.

To incorporate extend apply and repeal amend alter or extend all or some provisions of all or one 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 the Electric Lighting Acts 1882 and 1888 and any Act amending the Acts or any Act amending the said Acts or any of them as 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 or Provisional Order.

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 and of the County Council for the county of Norfolk at his office at the Shirehall Norwich and on or before the same day a copy of the said plans and sections together with a copy of this Notice will be deposited for public inspection at the office of the town clerk of the borough of Great Yarmouth at his office at the Town Hall Great Yarmouth with the clerk of the Rural District Council of East and West Flegg at his office at 23 King-street Great Yarmouth at the office of the Board of Trade Whitehall London the Parliament Office House of Lords and the Private Bill Office of the House of Commons. And that a copy of so much of the said plans and sections as relate to the respective parishes of Great Yarmouth and Caister next Yarmouth with the parish clerks of such parishes respectively at their respective places of abode.

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 1s. for each copy to all persons applying for the same at the office 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 Railway Department of the Board of Trade on or before the 15th day of January 1897 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 Promoters or their agents.

Dated this 20th day of November 1896.

H. CHAMBERLIN, 13, Queen-street, Great Yarmouth (Solicitor).

WILLIAM WEBB and Co., 37 and 39, Essex-street, Strand, London, Solicitors and Parliamentary Agents.

Board of Trade.—Session 1897.

Harrogate Gas (Provisional Order).

(Application to the Board of Trade by the Harrogate Gas Company, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order for Powers to Construct and Maintain Additional Works for the Manufacture of Gas, and the Manufacture and Conversion of Residual Products, and to Maintain and Continue Gasholders; Purchase of Lands by Agreement; Superfluous Lands; Workmen's Cottages; Qualification of Directors, Auditors; Levying Rates and Charges; Discounts; Special Provisions as to Supply of Gas; Supply of Gas in Bulk; Removal of Meters; Supply of Gas Fittings

and Apparatus; Additional Capital by New Shares or Stock; Borrowing Powers; Incorporation, Amendment, and Repeal of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Harrogate Gas Company (hereinafter called "the Company") for a Provisional Order under the Gas and Waterworks Facilities Act 1870, to be confirmed by Parliament in the ensuing Session, for the following purposes or some of them (that is to say):—

1. To authorise the Company to construct and maintain works for the manufacture and conversion of residual products arising or resulting from, or used in, the manufacture of gas on lands in the parish of Bilton, in the township of Bilton-with-Harrogate, belonging or reputed to belong to the Company, on which they are authorised to manufacture, and are now manufacturing gas, which lands abut on Ripon-road and extend therealong for a distance of about 342 yards in a south-easterly direction from a point about 116 yards south-east of the junction of that road with Skipton-road, and are bounded on the north-east by Ripon-road, on the south-west partly by Oak Beck and partly by the branch of that Beck called Coppice Beck, which passes under Ripon-road, and partly by other lands belonging or reputed to belong to the Company, and on the north-west by land of or reputed to belong to the Company, and on which they have erected a gasholder.

2. To authorise the Company to construct and maintain works for the manufacture, distribution, storage, and sale of gas, and of coke and other residual products, arising in or resulting from or used in such manufacture, and to manufacture and convert such residual products on the following lands (that is to say):—

Certain lands situate in the parish of Killinghall, and bounded on the north-east, east, and south-east by the said Oak Beck, on the north by Skipton-road, and on the south-west by lands belonging or reputed to belong to the Rector of Ripley, and in the occupation of the executors of Henry Atkinson, deceased;

Certain lands in the said parish of Bilton, bounded on the north-west by the said Oak Beck, on the north and north-east by land belonging or reputed to belong to the Company, and on the south-west by land belonging or reputed to belong to the Corporation of Harrogate;

Certain lands in the said parish of Bilton, belonging or reputed to belong to the Company, bounded on the north-west by the firstly described lands of or reputed to belong to the Company, on the north-east, partly by those lands and partly by Ripon-road, on the south-west, by the said Coppice Beck, and on the south-east, by land belonging or reputed to belong to the Corporation of Harrogate, and in their own occupation.

A triangular piece of land in the said parish of Bilton, adjoining on the north-east, a portion of the lands respectively firstly and fourthly described, and on the west or north-west, by the said Oak Beck, and on the south, by the said lands thirdly described.

3. To authorise the Company to maintain and continue, and from time to time to alter, enlarge, pull down, and re-erect their existing gasholder, and to erect and maintain additional gasholders and works for the storage of gas on certain land in the said parish of Bilton, bounded on the south-east by the firstly herein-

before described lands, on the north-west by Skipton-road, on the south-west by the said Oak Beck, and on the north-east by Ripon-road.

4. To authorise the Company for the purposes aforesaid, to purchase by agreement, or to take on lease, the lands hereinbefore secondly and thirdly described, and from time to time to sell and dispose thereof, and 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.

5. To authorise the Company to purchase by agreement, or to take on lease, additional lands, and to store gas thereon, subject to the provisions of Section 5 of the Gas Works Clauses Act, 1871, and to use the same for the general purposes of their undertaking, other than the manufacture of gas or residual products.

6. To authorise the Company to hold for the general purposes of their undertaking (other than the manufacture of gas or residual products, or the storage of gas), certain lands on the east side of Ripon-road, free from the provisions of the Lands Clauses Consolidation Act, 1845, relating to superfluous lands, and to erect thereon, and on any other lands authorised to be held by the Company, houses and cottages for their employees.

7. To enable the Company to manufacture, purchase or hire and supply gas-meters, fittings, gas-stoves, ranges, heating, cooking and other apparatus, and also to manufacture, purchase, sell, let or deal in, contract for doing work in connection with fittings, meters, pipes, burners, chandeliers, heating, cooking and other stoves, engines with or without dynamos or other machinery attached, machines for the production of light, heat, or motive power, for domestic, agricultural, manufacturing, and other purposes by means of gas heating-apparatus, and all other articles, apparatus, and things in any way connected with gas, or necessary for, or incidental to, any of the purposes for which gas is applicable.

8. To levy and recover rates and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied by the Company, and to make provisions as to the allowing of discounts to consumers of large quantities of gas.

9. To enable the Company to contract for the supply of gas in large quantities, or for purposes other than lighting, at any price not exceeding the maximum price which they are authorised to charge for gas supplied for lighting purposes.

10. To enable the Company to contract for and supply gas in bulk to any parish council, lighting committee, local authority, company, or person, either within or without the Company's limits of supply within the district of which council, committee, authority, or company there is no person or company supplying gas under Statutory Authority.

11. To enable the Company after notice to enter and remove meters, apparatus, and fittings from dwelling-houses occupied by persons not requiring a supply of gas.

12. To enable the Company to apply to the purposes of the Order their existing funds and any moneys they are still authorised to raise, and for those purposes and the general purposes of their undertaking to raise additional capital by shares and stock, and by loan and by the creation and issue of debenture stock, or by any one or more of such means, and to attach to any such shares and stock a preference or

priority of dividend, or any other advantage the Order may define.

13. To alter the existing and make further and other provisions with respect to the errors in meters, the conditions of supplying gas, the supply of gas in small quantities and intermittently, and the authentication and service of notice by the Company.

14. To alter the qualification for directors of the Company, and to authorise the Company to appoint as auditors persons other than, and in lieu of, shareholders in the Company.

15. To confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them, and to vary and extinguish all existing rights and privileges which would interfere therewith.

16. To alter, amend, extend, and repeal the necessary provisions of any Acts and Orders relating to the Company, and especially the following:—The Harrogate Gas Company's Act, 1863; and The Harrogate Gas Order, 1880; confirmed by The Gas and Water Orders Confirmation Act, 1880, and of any other Act or Acts which would interfere with the objects of the Provisional Order, and to incorporate in the Order all or some of the provisions of the Lands Clauses Acts (except provisions with respect to the purchase and taking of lands otherwise than by agreement and with respect to the entry upon lands by the Company), the Companies Clauses Consolidation Acts, 1845, 1863 and 1869 respectively, and the Gas Works Clauses Acts, 1847 and 1871.

And notice is hereby given, that on or before the 30th day of November, 1896, a copy of this Notice, as published in the London Gazette, accompanied by a map showing the lands used and proposed to be used for the manufacture and storage of gas, and the manufacture of residual products, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and a similar deposit will also be made at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December next; and on and after that date copies can be obtained on application at the offices of the undersigned, and at the offices of the Company in Harrogate, at the price of one shilling a copy; and if and when the said Order is made by the Board of Trade, printed copies of the Order will be deposited for public inspection with the said Clerk of the Peace at his said office, and may also be obtained on application at the offices of the undersigned, or of the Company, at the price of one shilling a copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the application, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1897, and copies of such representations or objections must at the same time be sent to the undersigned, and in forwarding such representations or objections to the Board of Trade, the objectors or their Agents should state that a copy of the same has been sent accordingly.

Dated this 19th day of November, 1896.

F. BARBER, Harrogate, Solicitor.

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

In Parliament.—Session 1897.

Salford Corporation.

(Powers to Corporation of Salford to Erect and Work a Grain Silo, and to Acquire Lands in the Township of Salford, compulsorily or by agreement, for the purpose, and 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; Widening of Stott-lane; Acquisition of lands, compulsorily and by agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Prohibiting persons to act as Driver of more than one Carriage; Extension of Benefit of Booth's Charities; Amending Building Regulations; Power to Corporation to Lend to School Board; Levying Tolls, Rates, and Charges; Borrowing Moneys; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the county borough of Salford, in the county of Lancaster (hereinafter called "the Corporation"), intend to apply to Parliament for leave to introduce a Bill in the ensuing Session for the following or some of the following; among other purposes (that is to say):—

1. To empower the Corporation to purchase, or otherwise acquire compulsorily or by agreement the following lands in the township of Salford, in the parish of Manchester, that is to say:—

Certain lands belonging to the Manchester Ship Canal Company, bounded on the north-west, north-east, and south-east by land belonging, or reputed to belong, to the Manchester Race Course Company, and on the south-west by land belonging to the Manchester Ship Canal Company;

and to empower the Corporation on those lands, or on any land, for the time being belonging to them, to erect and maintain a building to be used as a warehouse for grain or "grain silo," and to fit up the same with all such elevators, steam, hydraulic, and other engines, machinery, and appliances as may be necessary or expedient for facilitating the receiving, housing, and delivering of grain imported into the docks of the Manchester Ship Canal Company.

2. To enable the Corporation to make, lay down, form, and maintain, wholly in the said county borough 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, turn outs, crossings, and passing places, posts, poles, brackets, and wires, stables, carriage, engine, boiler and dynamo houses, waiting rooms, sheds, buildings, motor cars, 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 street in which the tramway is to be laid the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The following are the tramways:—

Tramway No. 1.—A tramway (a single line cross over 1.50 chains in length) wholly in the township of Pendleton, in the parish of Eccles, commencing in Broad-street by a junction with the northern line of rails of the existing tramway at a point about 1.14 chains north-west of the end of a line drawn along the centre of Withington-street to the centre of Broad-street, and terminating by a junction with the southern line of rails of the existing tramway in Broad-street, about 0.36 of a chain south-east of the end of the said line.

Tramway No. 2.—A tramway (a single line 0.86 of a chain in length) wholly in the township of Salford, in the parish of Manchester, commencing by a junction with the northern line of rails of the existing tramway in Broad-street, 0.12 of a chain south-east of a point in Broad-street, opposite the boundary stone dividing the township of Pendleton and parish of Eccles from the township of Salford and the parish of Manchester, and terminating by a junction with Tramway No. 3 in Cross-lane at a point in a line with the south-west side of Broad-street.

Tramway No. 3.—A tramway (a single line 3.36 chains in length) commencing in the said township of Pendleton by a junction with the southern line of rails of the existing tramway in Broad-street, at a point 1.06 chains north-west of a point opposite the said boundary stone, passing along that street and Cross-lane, and terminating in the said township of Salford in Cross-lane aforesaid, by a junction with Tramway No. 5, hereinafter described, at a point 0.32 of a chain north-east of the junction of Peel-street and Cross-lane.

Tramway No. 4.—A tramway (a single line 6.30 chains in length) wholly in the said township of Salford, commencing by a junction with the southern line of rails of the existing tramway in Broad-street, at a point 0.67 of a chain north-west of the centre of the face of the western abutment of the bridge known as Windsor Bridge, carrying the main road from Pendleton to Manchester over the railway of the Lancashire and Yorkshire Railway Company, passing thence along the road known as Windsor into and terminating in Cross-lane by a junction with the eastern line of rails of Tramway No. 5, at the junction of Windsor aforesaid with the said Cross-lane.

Tramway No. 5.—A tramway (a double line 4 furlongs 1 chain in length) wholly in the said township of Salford, commencing in the said Cross-lane by a junction with Tramway No. 3 at its termination, passing along the said Cross-lane and Trafford-road, and terminating in Trafford-road by a junction with the commencement of Tramway No. 6 and the termination of Tramway No. 7, hereinafter described, at a point 0.62 of a chain south of a line drawn along the centre of Eccles New-road and Regent-road.

Tramway No. 6.—A tramway (a single line 1 furlong 0.72 chains in length) wholly in the said township of Salford, commencing in Trafford-road by a junction with the western line of rails of Tramway No. 5 at its termination, and with Tramway No. 7 at its termination, and passing along Trafford-road and terminating in that road by a junction with the western line of rails of Tramway No. 10, at a point 0.75 of a chain.

south-east of the junction of Rowland-street and Trafford-road.

Tramway No. 7.—A tramway (a single line 1·07 chains in length) wholly in the said township of Salford, commencing by a junction with the northern line of rails of the existing tramway in Regent-road at a point 0·63 of a chain east of the line drawn along the centre of the said Cross-lane and Trafford-road, and terminating in the said Trafford-road by a junction with the western line of rails of Tramway No. 5 at its termination, and with Tramway No. 6 at its commencement, at a point 0·62 of a chain south of a line drawn along the centre of Eccles New-road and Regent-road.

Tramway No. 8.—A tramway (a single line 1·24 chains in length) wholly in the township of Salford, commencing in the said Trafford-road at a point 0·81 of a chain north of the termination of Tramway No. 6, and terminating in Trafford-road by a junction with the existing tramway in Trafford-road at a point 0·5 of a chain south-east of the termination of Tramway No. 6.

Tramway No. 9.—A tramway (a single line 3·50 chains in length) wholly in the said township of Salford, commencing in Goodiers-lane by a junction with the existing tramway at a point 0·14 of a chain south-west of the juncture of Goodiers-lane and Tatton-street, passing along Goodiers-lane into and terminating in Trafford-road by a junction with the eastern line of rails of Tramway No. 10, hereinafter described, at a point 3·40 chains north of the junction of Robert Hall-street and Trafford-road.

Tramway No. 10.—A tramway (a double line 6 furlongs 4·07 chains in length) wholly in the said township of Salford, commencing in the said Trafford-road at a point 0·75 of a chain south-east of the junction of Rowland-street and Trafford-road, and terminating in Trafford-road on the swing bridge at a point vertically over the centre line of the Manchester Ship Canal forming the borough and Parliamentary boundary of the borough.

Tramway No. 11.—A tramway (a double line about 5 furlongs and 9·56 chains in length) wholly in Eccles New-road, in the township of Pendleton, in the parish of Eccles, and in the township of Salford, in the parish of Manchester, commencing in the said township of Pendleton by a junction with the existing tramway in Eccles New-road, at the junction of Heyworth-street with that road, and terminating in the said township of Salford by a junction with the existing tramway at a point in Eccles New-road 1·21 chains east of the junction of Strasburg-street with Eccles New-road.

Tramway No. 12.—A branch tramway (a single line about 1 chain in length) wholly in Heyworth-street and Eccles New-road, in the said township of Eccles, commencing by a junction with the existing branch tramway in Heyworth-street, in an easterly direction to the existing tramway in Eccles New-road, at a point in the said branch tramway in Heyworth-street, 1 chain immediately north of the north side of Eccles New-road, and terminating in the southern line of rails of the proposed Tramway No. 11, at a point therein 64 chains from the commencement of Tramway No. 11.

The several tramways will consist of rails of the gauge of 4 feet 8½ inches, and it is not in-

tended to run thereon carriages or trucks adapted for use on railways.

3. The Bill will provide that Tramway No. 11 shall not be constructed unless and until Eccles New-road be so widened that a space of not less than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

4. 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 accumulators and motors in 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 authorized tramways of the Corporation.

5. 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.

6. 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.

7. 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.

8. 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, pole, post, 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.

9. To authorize 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.

10. To authorize the Corporation and any corporation, person, company, or body from time to time to enter into and to fulfil contracts and agreements for and in relation to the construction, maintenance, 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 Act may define, or as Parliament may prescribe.

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

12. 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, motor cars, accumulators, dynamos, harness, engines, machinery, apparatus, horses, steam, cable, electric and other plant, appliances and conveniences, and to construct and place in, on, and under streets all such works, poles, posts, wires, and appliances 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 repeal the provisions of the Tramways Act, 1870, and Section 17 of the Salford Tramways and Improvement Act, 1875, and the application of that section to any subsequent Act or Provisional Order of or relating to the Corporation.

13. To empower the Corporation for all or any of the purposes of the intended Act 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 electric mains, valves, hydrants, pipes, tubes, and street boxes, and telegraph and telephone, electric lighting and other apparatus.

14. To authorize the Corporation, for the purposes of the said intended tramways, to take up and remove, and to appropriate and use in the construction of the said intended tramways, so much of their existing tramways as is situate in Eccles New-road aforesaid.

15. To enable the Corporation to make and maintain, wholly within the county of Lancaster, the following street improvement, that is to say:—

A widening, wholly in the township of Pendleton, in the parish of Eccles, of Stott-lane on the east and west sides thereof, commencing at the north side of Eccles New-road and terminating on the south side of Eccles Old-road.

16. To empower the Corporation from time to time to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, arches, sewers, drains, goits, culverts, conveniences, and works in connection with the foregoing street improvement and works.

17. To authorize the Corporation to deviate, in the construction of the several works to be authorized 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.

18. 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).

19. 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.

20. To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended

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

21. 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.

22. 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, water-courses, 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.

23. To alter and amend the building laws and regulations in the following particulars:—

Definition of internal and external and party walls; classes of buildings; storeys; and width of streets; height of chimneys; width; line and levels of footways; back streets; intersecting streets; area of yards; construction, situation, dimensions, ventilation, and lighting of water-closets; construction of drains; level of ground floors; cellar floors; area and height of sculleries; cellars, and sleeping rooms; space below hearths; foundations; footings and construction of walls; hollow walls; duration of approval of plans; party walls; and roof covering; foundations; space between houses; floors and staircases.

24. To repeal so much of Section 259 of the Salford Improvement Act, 1862, as authorizes one person to act as driver, conductor, or superintendent of more than one cart or carriage.

25. To extend the benefits of Booth's charities to the whole of the said county borough.

26. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds and any moneys which they are already authorized to borrow to all or any of the purposes of the Bill, and to borrow further moneys for those purposes, and for the purposes of their gas undertaking by mortgage stock (of the same or different classes and at varying rates of interest) or annuities, and to charge the moneys borrowed or to be borrowed by the Corporation or owing by them, upon all or any one or more of the following securities, that is to say:—

The district fund, the general district rate, the borough fund, borough rate, lands, tenements, hereditaments, and undertakings and property, and the rates, rents, tolls, and revenues of the Corporation, whether as a Municipal Corporation, sanitary or other authority, and to empower the Salford School Board to borrow moneys on the security of the school fund, and to make provision with respect to the payment of moneys by the said two bodies respectively, and if thought fit to alter the present mode of charging moneys borrowed, and the provisions now in force as to the repayment of moneys now owing or to be borrowed by the Corporation and by the said Board.

27. To authorize the Corporation on the one hand, and the Salford School Board, and any body or company on the other hand, for all or any of the purposes of or incidental to the objects of the Bill, or any of them, to enter into and fulfil agreements and contracts, and the Bill will or may confirm any such agreements and

contracts which may have been or which may be entered into during the progress of the Bill.

28. The Bill will or may enable the Corporation to carry the provisions of the Bill into effect as the municipal and urban sanitary authority of the borough, and to exercise with or without alteration all or any of the powers of the Municipal Corporations, Public Health, Sanitary Local Government, Burial, Local Loans, and other Public Acts relating to municipalities and local authorities, and will or may incorporate, by reference or in extenso, any provisions deemed expedient of those respective Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws for all or any purposes of the Bill.

29. The Bill will 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 Salford Improvement Acts passed in the years 1862, 1870, and 1871 respectively; the Salford Tramways and Improvement Act, 1875; the Salford Corporation Tramways Order, 1885; the Salford Improvement Act, 1893; and all other Acts and Orders relating directly or indirectly to the Corporation, or the said county borough, or interfering with any object of the Bill; and the Bill will or may, so far as is thought necessary, incorporate with itself, in extenso or by reference, and with or without alteration, the provisions or some of the provisions of the foregoing Acts, and of the Local Loans Acts, 1875 and 1885; the Lands Clauses Acts; the Railway Clauses Consolidation Act, 1845; the Tramways Act, 1870; and the Light Railways Act, 1896; and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

Duplicates plans and sections showing the lines, situations, and levels 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, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and a copy of this Notice will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster at his office at Preston; and on or before the same date a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, 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.

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, 1896.

SAMUEL BROWN, Town Clerk, Salford.

DYSON and Co., 24, Parliament-street,

Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Mersey Docks and Harbour Board.

(Extension of Wallasey Landing Stage and Pier and Bridge connecting River Wall with such Stage; New Pier and Jetty north-west of entrance to Canada Basin, with Branch Piers or Jetties and Transverse Pier to River Wall near north-west corner of Langton Dock; Road or Run-way for Cattle, &c., from near north-west corner of Langton Dock to Seaforth

Battery; Dredging, &c., Shore of River Mersey; Stopping up, &c., of Road, &c.; Compulsory Purchase of Lands, &c.; Tolls, &c.; Agreements with Liverpool Cattle Market Company; Bye-laws; Regulation and Control of Fishing at the Sea Entrance of the River Mersey; Penalties; Confirmation of Agreement with Liverpool Overhead Railway Company; Further Provisions as to Increase and Proportion of Pilotage Earnings to be carried to Pilotage Annuity Fund; Power to Mersey Conservancy Commissioners to enforce certain Provisions of Manchester Ship Canal Act, 1885.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mersey Docks and Harbour Board (hereinafter called "the Board") for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):

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

- a. An extension of the floating landing stage (commonly called the Wallasey landing-stage) authorised by the Mersey Docks (South Reserve Landing Stage) Act, 1873, for a distance of about 250 feet in a northerly direction from the northern end of the said Landing Stage.
- b. A fixed pier, with a bridge in continuation thereof, for connecting the existing river wall with the said extension of the said Wallasey landing-stage; the said pier and bridge running respectively east and west, and at right angles to the said existing river wall, and terminating on the said extension of the Wallasey landing-stage, at a point about 175 feet northward from the northern end of the said Wallasey landing-stage. The said extension of the Wallasey landing-stage and the said fixed pier and bridge will be situate partly in the township of Poulton-cum-Seacombe, in the parish of Wallasey, and partly in the extra parochial chapelry of Birkenhead, both in the county of Chester.
- c. A pier or jetty on the foreshore or bed of the River Mersey, commencing at a point 1,130 feet north-westwardly from the north end of the jetty on the north side of the entrance to Canada Basin, and extending thence for a distance of about 950 feet in a north-westwardly direction parallel to and at a distance of about 270 feet from the river wall, together with branch piers or jetties to the said pier or jetty, with a transverse pier or jetty which will terminate in the river wall at a point therein about 240 feet north-westwardly from the north-west corner of the Langton Dock.

The whole of the works (c) above described will be made or situate in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-hill, in the County Palatine of Lancaster.

2. To authorise the Board to make and maintain all necessary and proper viaducts, columns, bridges, booms, approaches, roads, buildings, yards, shipping places, wharves, sheds, custom houses, roofs, watchhouses, staiths, jetties, stairs, landing places, stages, quays, fences, gates, entrances, slips, cranes, hydraulic and other lifts, dolphins, buoys, moorings, mooring chains, sewers, drains, culverts, sluicing apparatus, and other works and conveniences in connection with the aforesaid works, or any of them.

3. To empower the Board from time to

dredge, scour, and deepen the bed and shore of the River Mersey adjoining, under, near, or opposite to any of the works to be authorised by the Bill, or any works or lands for the time being belonging to the Board.

4. To authorise lateral deviations from the lines of the intended works to any extent within the limits of deviation 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.

5. To authorise and empower the Board to cross and alter and temporarily to stop up, take up, and divert, so far as may be necessary for the purposes of the intended works and of the Bill, but under and subject to such conditions and restrictions as may be provided by the Bill, roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, and bridges within the townships and parishes aforesaid.

6. To authorise the Board to purchase and take by compulsion, and also by agreement, lands and hereditaments in the townships and parishes aforesaid, and parts of the adjoining foreshore and bed of the River Mersey for the purposes of the intended works and of the Bill, and for the improvement or general purposes of their dock estate, and the Bill will or may vary or extinguish all or any rights or privileges connected with the lands and hereditaments so purchased or taken.

7. To authorise and empower the Board to make and maintain a road or run-way for cattle and other animals wholly in the township of Bootle-cum-Linacre aforesaid, commencing at a point about 240 feet from the north-west corner of Langton Dock, and running in a north-westwardly direction for a distance of about 3,950 feet, and terminating at or near the south end of the Seaforth Battery, in the said township of Bootle-cum-Linacre, and for that purpose to enter upon, take, and use compulsorily, or by agreement, certain lands in the said township of Bootle-cum-Linacre, shewn on the plans to be deposited as hereinafter mentioned.

8. To authorise the Board to levy tolls, rents, rates, and dues upon persons, goods, wares, merchandise, cattle, pigs, sheep, and other animals, ships, vessels, boats, carts, carriages, trucks, and other vehicles using or passing over, or frequenting, or resorting to the proposed works, or any of them, including the road or run-way for cattle and animals proposed to be made under the provisions of the Bill, or any part or parts thereof respectively, and to alter or vary the tolls, rates, and dues which the Board are now authorised to take and to confer, vary, or extinguish exemptions from the payment of tolls, rents, rates, and dues.

9. To empower the Board and the Liverpool Cattle Market Company from time to time to enter into, carry into effect, vary, and rescind agreements, with reference to the working of their respective undertakings and estates, or any part or parts thereof respectively.

10. To empower the Board to make bye-laws for regulating, or managing, the use of all or any of the proposed works, and for regulating the route to be taken upon or over the estate of the Board, by cattle or other animals landed at any of the proposed works, and the driving of such cattle or animals, and to provide for the imposition and recovery of penalties for the breach or non-observance of any such bye-law, and if thought fit to incorporate with the intended Bill the provisions, or some of the provisions, of Part 10, with respect to bye-laws, and Part 15, with respect to the recovery of damages

and penalties of the Mersey Dock Acts Consolidation Act, 1858, with or without alteration.

11. To prohibit or to empower the Board to regulate, control, or prohibit fishing upon the bar, at the sea entrance of the River Mersey, within the bar buoys, wherever they may be from time to time situate, or within such other limits in reference to the bar which the Bill may prescribe, and to enable the Board to make bye-laws in that behalf, and to provide for the imposition and recovery of penalties for the breach or non-observance of any such prohibition, regulation, or bye-law, and (if thought fit) to incorporate with the intended Bill the provisions or some of the provisions of Part 10 (with respect to bye-laws) and Part 15 (with respect to recovery of damages and penalties) of the Mersey Dock Acts Consolidation Act, 1888, with or without alteration.

12. To sanction and confirm an agreement made the 15th day of March, 1895, between the Board of the one part and the Liverpool Overhead Railway Company (hereinafter called "the Company") of the other part, and the withdrawal by the Board, by or in pursuance of that agreement, of the notice previously given by the Board to the Company, under Section 35, Sub-section 3 of the Liverpool Overhead Railway Act, 1892, declaring that the Board did not desire that the Southern Extension Railway, mentioned in that section, should form part of the Undertaking comprised in two agreements referred to in that section as the scheduled agreement of April, 1888, and the scheduled agreement of December, 1888, and to declare that the said notice is, and has always been wholly inoperative, and that the said Section 35 of the said Act of 1892, shall have and be deemed to have always had effect as if such notice had not been given.

13. To amend or repeal Section 146 of the Mersey Dock Acts Consolidation Act, 1858, and to provide for the increase of the proportion of the gross earnings or total amount of the rates on pilotage of each of the pilot boats, their masters and crews respectively, which under that section the collector of pilotage rates is authorised to set aside in order to maintain and keep up the Pilotage Annuity Fund therein referred to from one and a half to four per centum, or to such other percentage or proportion as may be prescribed by the Bill.

14. To empower the Board for any of the purposes of the proposed works, and of the Bill to apply the income and any other moneys of the Board, and to borrow, and from time to time to re-borrow further money by bonds or otherwise, and to raise further money by the granting of annuities.

15. To authorise and empower the Commissioners for the Conservancy of the River Mersey (hereinafter called "the Mersey Commissioners") to enforce the provisions or some of the provisions of Section 88 of the Manchester Ship Canal Act, 1885, and especially (but not exclusively) of Sub-sections 12 to 18, both numbers inclusive, of that section, as if the Mersey Commissioners were named in that section either separately or conjointly with, or in lieu of, the Corporation of Warrington and the traders, manufacturers, and others carrying on business at or near Warrington mentioned in that section, and to amend the said section, so that it may enure for the protection of the Mersey Commissioners and the public, or some of them, and, if thought expedient, to repeal the said section, and re-enact the same with such additions, omissions, or modifications as will give effect to the objects aforesaid, or some of them, and to extend

the powers conferred on the Mersey Commissioners and the acting Conservator of the River Mersey by the Manchester Ship Canal Act, 1885, and the Manchester Ship Canal (Tidal Openings) Act, 1890, so far as may be necessary for the purpose above mentioned.

16. To vary or extinguish all rights and privileges which would interfere with the objects of the bill, and especially the road or run-way for cattle and animals proposed to be made as hereinbefore mentioned, but not so as to vary, extinguish, or change any public or other rights of way or other rights in, over, or affecting the quay river wall or embankment mentioned in and constructed under the provisions of Section 23 of the Act 11th Victoria, "to authorise the trustees of the Liverpool Docks to build warehouses, to construct additional wet docks and other works, and for other purposes," and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say):—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. 2; 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, and all or any other Acts relating to the Board or their undertaking, and the Manchester Ship Canal Act, 1885, and all or any other Acts relating to the Manchester Ship Canal Company, and 51 and 52 Vic., cap. 110, and 55 and 56 Vic., cap. 112, and all or any other Acts relating to the Liverpool Overhead Railway Company or their undertaking, and 59 and 60 Vic., cap. 21, and all or any other Acts relating to the Liverpool Cattle Market Company or their undertaking.

And notice is hereby also given that on or before the 30th day of November instant plans and sections of such of the works proposed to be authorised by the Bill as are works of the second class specified in the Standing Orders of Parliament, shewing the situation and levels thereof; and plans shewing the lands to be compulsorily taken under the powers of the Bill, with a Book of Reference to such plans respectively, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office at Chester, in that county, and with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra parochial place in or through which the said works or any part thereof are or is intended to be made, or in which any lands intended to be taken as aforesaid 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, or 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 to the Parish Council, or if there is no clerk, with the Chairman of the Parish Council, in cases where there is a parish council, or (in cases where there is not) the Parish Clerk of some adjoining parish, at the residence of the respective Clerk or Chairman, as the case may be.

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

Dated this 17th day of November, 1896.

A. T. SQUAREY, Dock Solicitor, Liverpool.
REES and FRERE, 5, Victoria-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Watford, Edgware and London Railway.

(Incorporation of Company; Construction of Railways in Counties of Hertford and Middlesex; 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 and Midland 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 all or some of the following purposes:—

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, 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 Hertford, by a junction with the Watford and Rickmansworth branch line of the London and North Western Railway Company at or near the north-eastern face of the bridge carrying High-street, Watford, over that branch line, and terminating in the parish of Edgware, in the county of Middlesex, in a field numbered 304 in the 1850 Ordnance map of that parish at a point 50 yards or thereabouts, measured in a north-easterly direction from the south-western corner of that field, and 145 yards or thereabouts, measured in a westerly direction from the north-western corner of Edgware Rectory, which said intended railway will be situate in or pass through, from or into the several parishes, townships and extra parochial or other places (that is to say), Watford, Bushey, Aldenham and Elstree, in the county of Hertford, and Elstree, Little Stanmore and Edgware, in the county of Middlesex.

2. A Railway (No. 2) wholly situate in the county of Middlesex, commencing by a junction with the Railway No. 1 above described, at the point above described as the termination thereof, and terminating by a junction with the siding or bay on the western side of the Mill Hill Station of the Midland Railway Company, at a point 55 yards or thereabouts, measured in a south-easterly direction from the centre of the bridge carrying the Midland Railway over Hale-lane, which said intended railway will be situate in the parishes of Edgware and Hendon.

3. A Railway (No. 3) wholly situate in the said parish of Edgware, commencing by a junction with the said intended Railway No. 1 at the point above described as the termination thereof, and terminating by a junction with the Edgware branch line of the Great Northern Railway Company at the termination thereof at Edgware.

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 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 and strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required to be taken for the purposes thereof.

To cross, alter, divert or stop up, temporarily or permanently, roads, railways, tramways, tram-roads, streets, paths, passages, telegraphs, telephones, 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 works.

To demand and recover tolls, rates, duties and charges upon or in respect of the intended railways and works, 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 portion of railway following, that is to say:—

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, together with all stations, roads, platforms, points, turntables, signals, water, water engines, booking and other offices, telegraphs, telephones, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said

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 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 railway or portion of railway, and to alter the tolls, rates and charges to be hereafter taken thereon or in respect thereof, and to confer exemption 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, and the Midland 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, 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.

And, so far as may be requisite for any of the purposes of the Bill, 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 Act 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 intended Act will incorporate the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

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, Westminster, and with the Clerk of the Peace for the county of Hertford, at his office at Hertford, and on or before the same day 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 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 and with the clerk to the parish council of each such parish, or if there is no such clerk, with the chairman of such council, 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 19th day of November, 1896.

BURCHELL and Co., The Sanctuary, Westminster, Solicitors and Parliamentary Agents.

Board of Trade.—Session 1897.

Swadlincote Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Swadlincote District 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 Swadlincote District, in the county of Derby (hereinafter called "the Council"), and whose address is at the Council's Office at Swadlincote, 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 authorise the Council to generate, store, supply, and distribute electricity for public and private purposes, as defined by the Electric Lighting Acts, within the townships of Swadlincote, Church Gresley, and Astanton and Newhall, within the county of Derby aforesaid, such townships constituting the said Urban District of Swadlincote District, 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 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 or expedient for effecting the objects of the proposed Undertaking.

4. To authorise the Council to manufacture, purchase, hire, sell and let all necessary lamps, accumulators, meters, dynamos, 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, 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 machine, lamps, meters, fittings or apparatus connected therewith.

6. To authorise the Council to break up, pass, or cross over or under all streets and parts of streets carried over and under any railway, canal or navigable river; and to break up or interfere with the Woodville and Burton Branch and the Brethby Branch of the Midland Railway, so far as they are situate within the area of supply.

7. To authorise the Council to break up the following streets, roads, footways, thoroughfares and places not belonging to or not repairable by the Council (that is to say): Stanley-street, Common-side, Coalpit-lane, North-street, John-street, Swadlincote; Princess-street, Station-street, Bank-street, Spring-street, Hastings-road, Alexandra-road, Stanhope-road, Wilmot-road, Lansdowne-road, Glebe-street, Brook-street, Regent-street, Oxford-street, School-street, Hall-street, Oak-street, Chapel-street, Queen-street, George-street, Moat-street, Meynell-street, Baker-street, Highfield-road, New-street, Church Gresley; Wood-street, Charles-street, John-street, Church Gresley; Pool-street, Windmill-street, Talbot-street, Gresley; Wood-road, York-road, Parliament-street, Alma-street, John-street, Newhall; New-street, Newhall; Thorn Tree-lane, Rose Tree-lane, Maypole-hill, Rose-valley, Beard's-road, Orchard-street, Robinson-road, Meadow-lane, Wood-lane, Brethby-road, Sunny-side, Wellwood-road, Dalston-road, Church-street, Newhall; Market-street, Newhall; Fair View-road, Higgins-road.

8. 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: High-street, Swadlincote; Market-street, Swadlincote; West-street, Midland-road, Newhall-road, Midway-road, Station-street, Church-street,

Swadlincote; Coppice-side, Hill-street, Woodhouse-street, Woodville-road, Squires-road, Bernard-street, Granville-street, Frederick-street, Court-street, Burton-road, James-street, Vicarage-road, Market-street, Church Gresley; Church-street, Church Gresley; Castle-road, Common-side, Common-road, York-road, Heathcote-road, Girder Bridge-road, Weston-street, Stanton-road, Park-road, Main-street, High-street, Newhall; Oversett-road, Union-road

9. To make provision for the inspecting 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.

10. To authorise 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.

11. To prescribe and limit the price to be charged for electricity

12. To authorise the Council to enter into contracts with companies or persons for the execution and maintenance of works and for 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.

13. 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 or 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.

14. 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.

15. 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 under-mentioned Solicitor and Parliamentary Agents respectively.

And notice is hereby further given, that a map showing the boundaries of the proposed area of the 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 Derby, at his office at Derby, and at the Council's office at Swadlincote.

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, 1897, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 17th day of November, 1896.

W. A. MUSSON, Solicitor; Ashby-de-la-Zouch.

BAKER, LEES, and POSTLETHWAITE, 22, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1897.

Hull and South Yorkshire Extension Railway. (Incorporation of Company; Railways from Hull and Barnsley Railway in Parish of North Elmsall to Wath-upon-Deerne, and joining Manchester, Sheffield and Lincolnshire Railway (South Yorkshire Railway), near Wath Passenger Station; Common or Commonable Lands; Purchase and Taking of Lands, &c., by Compulsion or Agreement; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Tolls, &c.; Running Powers over Manchester, Sheffield and Lincolnshire Railway to Mexborough Station; Working and other Agreements with Hull, Barnsley and West Riding Junction Railway and Dock Company; Payment of Interest out of Capital; Amendment of Acts, &c.)

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

1. To incorporate a company and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain in the West Riding of the county of York, the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):—

(1) A Railway (No. 1), commencing in the township and parish of North Elmsall (parish of South Kirkby), by a junction with the railway of the Hull, Barnsley, and West Riding Junction Railway and Dock Company, at a point about 150 yards westward from the west side of the bridge carrying Sheepwalk-lane over the said Railway, and terminating in the township and parish of Wath-upon-Deerne, in a field situate between Station-road and Wath Main Colliery Sidings, at a point about 35 yards measured in a northerly direction from the down passenger line of the Manchester, Sheffield, and Lincolnshire Railway (South Yorkshire Railway), and about 30 yards, measured in a westerly direction from the west side of Station-road, which said intended Railway will be made, or pass from, in, through, or into the following parishes, townships, and extra-parochial or other places, or some of them, viz.: South Kirkby, Wrangbrook, North Elmsall, South Elmsall, Hooton Pagnell, Clayton with Frickley, Stotfold, Thurnscoe, Goldthorpe, Bolton-upon-Deerne, and Wath-upon-Deerne.

(2) A Railway (No. 2) wholly in the said township and parish of Wath-upon-Deerne, commencing by a junction with the intended Railway (No. 1) at a point in the field numbered 434 on the 25-inch ordnance map

of the said parish about 20 yards, measured in a westerly direction from the eastern boundary thereof and about 70 yards measured in a southerly direction from the south fence of the Midland Railway and terminating in a field numbered 300 on the 25-inch ordnance map of the said parish, at a point about 25 yards south of the northern boundary thereof, and about 15 yards measured in an easterly direction from the east side of Station-road.

(3) A Railway (No. 3) wholly in the said township and parish of Wath-upon-Dearne, commencing by a junction with the intended Railway (No. 2) at the termination thereof as above described and terminating by a junction with a siding belonging to the Manvers Main Colliery Company at a point about 190 yards, measured in an easterly direction along the course of the brook known as Hound Hill Dyke from the east face of the bridge, carrying Common-lane over the aforesaid Hound Hill Dyke, and about 50 yards measured in a south-westerly direction from the centre of the Midland Railway.

(4) A Railway (No. 4) wholly in the said township and parish of Wath-upon-Dearne, commencing by a junction with the intended Railway (No. 2) at the termination thereof as above described, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway (South Yorkshire Railway), at a point on that railway about 360 yards, measured in an easterly direction along the said railway from the east end of the northern platform of Wath Passenger Station.

It is intended by the Bill to take for or in connection with the purposes of the intended railways, certain land being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, namely:—

Railway.	Name by which the Lands are known.	Where the Lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
No. 1.	Moorhouse Common.	Township and parish of Hooton Pagnell.	12 acres 1 rood and 10 perches.	1 acre 2 roods and 20 perches.
No. 1.	Hooton Pagnell Common.	Township and parish of Hooton Pagnell.	11 acres 1 rood and 3 perches.	2 acres and 27 perches.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and in either case, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

3. To empower the Company to cross, open or break up, divert, alter or stop up, whether temporarily or permanently, all such roads, highways, streets, footpaths, pipes, sewers, reservoirs, streams, bridges, railways, tramways, gas, water and other pipes, and telegraphic and electric and telephonic apparatus, within the parishes, townships and extra-parochial or other places aforesaid, or any of them as may be necessary or convenient, to cross, open, break up, divert, alter or stop up, for the purposes of the intended works or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purpose of the intended railways and works and of the Bill, and easements or rights in or over or affecting lands, houses, tenements, and hereditaments; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon and in respect of the portion hereinafter mentioned of the railway of the Manchester, Sheffield, and Lincolnshire Railway Company, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company and any Company or persons for the time being working or using the railway of the Company or any part thereof either by agreement or otherwise and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill to run over work and use with their engines, carriages and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description so much of the railway of the Manchester, Sheffield, and Lincolnshire Railway Company as lies between the junction therewith of the intended Railway No. 4 and Mexborough Station on that railway together with that station and all other stations, and all roads, platforms, points, signals, water, water engines, engine shed, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery works and conveniences of or connected with the said portion of railway and stations.

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

8. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or any funds of the Company,

from time to time, interest or dividends on any shares or stocks of the Company.

9. To vary or extinguish all or any rights or privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

10. So far as may be necessary or expedient for the purpose of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1860, and any other Act or Acts relating to the Hull, Barnsley, and West Riding Junction Railway and Dock Company or their undertaking, and of the 12 and 13 Vic., cap. 81, or any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company or their undertaking.

Plans and sections of the railways proposed to be authorised by the Bill, the plans showing also the lands in or through which the said railways will be made, or which may be taken for the purposes thereof, together with a book of reference to such plans and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways or any part thereof is intended to be made, or will be situate together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, or 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 to the parish council, or if there is none the chairman of the parish council (in cases where there is a parish council) or (in cases where there is not) the parish clerk of some adjoining parish, at his residence.

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

Dated this 19th day of November, 1896.

PARKER, RHODES, and Co., Rotherham;	} Solicitors for the Bill.
MOSS, LOWE, and Co., 19, Parliament-street, Hull.	
REES and FRER, 5, Victoria - street, Westminster, Parliamentary Agents.	

In Parliament.—Session 1897.

Plymouth and Dartmoor Railway.

(New Railways; Quay or Wharf and Pier at and near Plymouth; Working and other Agreements with and other Powers to London and South Western Railway Company; Application of Authorized Capital; Purchase of Lands; Power to Levy Tolls, Rates, &c.; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Plymouth and Dartmoor Railway Company (hereinafter called the Company) for leave to bring in a Bill for the following; or some of the following, among other purposes (that is to say):—

1. To authorize the Company to make and

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maintain the railways, quay or wharf, pier, and works hereinafter described, or some or one of them, or some part or parts thereof respectively, and to exercise all or any of the powers hereinafter mentioned (that is to say):—

(1) A Railway No. 1, wholly in the parish of Charles, in the borough of Plymouth, in the county of Devon, commencing by a junction with the existing railway of the Company at a point thereon 2 chains, or thereabouts, from and to the south-eastward of the south-east wall of the Company's existing goods shed, and terminating in Plym Stone Works, the property of Cornelius Laskey Duke, at a point 1 chain, or thereabouts, to the northward of the south-east corner of the counting-house therein.

(2) A Railway No. 2, wholly in the said parish of Charles, commencing by a junction with the intended Railway No. 1 at its termination in Plym Stone Works aforesaid, and terminating in the shipbuilding yard of the Queen Anne's Battery Trading Company, at a point at or near the south-eastern end of the graving dock in the said yard.

(3) A quay or wharf in the said parish of Charles, and the extra-parochial place of the Cattewater, or one of them, in the borough and county aforesaid, commencing at a point on the quay belonging to the said Cornelius Laskey Duke, at a distance of 6 yards, or thereabouts, southwards of the south-east corner of the counting-house aforesaid, then proceeding in an easterly direction 17 yards, or thereabouts, then turning southwards at a right angle and running in a southerly direction for a distance of 36 yards, or thereabouts, then turning eastwards at a right angle and running in an easterly direction for a distance of 20 yards, or thereabouts, then turning northwards at a right angle and running in a northerly direction for a distance of 83 yards, or thereabouts, then turning eastwards at a right angle and running in an easterly direction for a distance of 27 yards, or thereabouts, then turning southward at a right angle and running in a southerly direction for a distance of 83 yards, or thereabouts, then turning eastwards at a right angle and running in an eastward direction for a distance of 60 yards, or thereabouts, and terminating at the westernmost angle of the quay of the cement works in the occupation of Messrs. Caldwell and Almond.

(4) A pier in the said parish of Charles, commencing on the foreshore of Deadman's Bay, on the southernmost face of the intended quay or wharf, at a point 50 yards, or thereabouts, from and to the south-eastward of the south-eastern corner of the said counting-house in Plym Stone Works, and running seawards in a southerly direction for a distance of and terminating at a point 100 yards, or thereabouts, from the point of commencement.

All necessary and proper stations, sidings, junctions, shipping places, quays wharfs, landing places, stairs, walls, warehouses, sheds, cranes, lifts, approaches, communications, and other works and conveniences in connection with the said intended railways, quay or wharf, and pier, or any or either of them.

Which said intended railways, quay or wharf, pier and works will be made or situate in the parishes, extra parochial, and other places following, or some of them, viz.:—Charles, Plymouth,

the Cattewater and Cattedown, all in the county of Devon.

2. To authorize the Company to purchase and take, by compulsion or agreement, lands, foreshore, houses and property required for the purposes of the intended railways, quay or wharf, pier and works, and to levy tolls, rates, dues, wharfage and other charges on shipping, and on goods, animals, and persons for the use of the intended railways, quay or wharf, pier and works, to alter existing tolls, rates and duties, and to grant exemptions from the payment of tolls, rates and duties.

3. To apply to the works to be authorized by the Bill all or any of the tolls, rates and duties sanctioned by the Plymouth and Dartmoor Railway Act, 1882, with such additions or variations as may be specified in the same Bill.

4. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, footpaths, streets, highways, railways, sidings, canals, navigations, quays, wharfs, landing places, sewers, pipes, and other works so far as may be necessary in constructing or maintaining the said intended railways, quay or wharf, pier and works.

5. To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorized by or determined under the powers of the Bill, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To make provision for the management, use, regulation, and protection of the intended quay or wharf and pier, and the works and conveniences connected therewith, the regulation and control of shipping, persons, animals, and goods frequenting or using, or approaching to or departing therefrom, the pilotage of shipping, the passage and navigation, anchoring and lying of vessels, ships, and crafts along, at, or near to the intended quay, wharf, and pier; the placing of dolphins, buoys, lights, beacons, chains, posts and other conveniences in the Cattewater and Deadman's Bay, and for the purposes of affording access to the said works and the making of bye-laws and regulations, and the imposition of penalties and restrictions for the purpose of or with reference to any of the matters aforesaid.

7. To prescribe, regulate, and define the limits within which the Company may exercise jurisdiction, and make, enforce and give regulations and directions.

8. To authorize the Company from time to time to dredge, scour, cleanse, deepen, improve, and alter the bed, shores, and channel of the Cattewater and Deadman's Bay respectively, for the purpose of, and so far as may be necessary for, forming an uninterrupted means of access to the intended quay or wharf and pier, and to authorize the Company to use for the purpose of the intended works any soil or material from time to time dredged by the Company.

9. To authorize the Company on the one hand, and the London and South Western Railway Company on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management and maintenance of the intended railways, quay or wharf, pier and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of such railways, quay or wharf, pier and

works, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, division and appropriation of the tolls, rates, charges, receipts and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made, or allowed by the contracting companies, to the other for or on account of any of the matters to which the respective contract, agreement or arrangement relates, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement or arrangement already made, or which, prior to the passing of the Bill, may be made.

10. To authorize the Company to apply for the purposes of the Bill any unexpended portion of the capital which they are authorized to raise by the Plymouth and Dartmoor Railway Acts, 1875 and 1882, or either of them.

11. To incorporate with the Bill the provisions, or some of the provisions of all or some of the following Acts, viz.:—the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Harbours, Docks and Piers Clauses Act, 1847; with such variations, modifications, and exceptions as may be contained in the Bill.

12. The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls and duties, will vary and extinguish exemptions from payment of rates, tolls and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

13. To alter, amend, extend, and enlarge, or to repeal so far as may be necessary for the purposes of the Bill, the powers and provisions of the local and personal Acts of Parliament following, or some of them (that is to say): 28 and 29 Vict., cap. 131; 38 and 39 Vict., cap. 154; and all other Acts relating to or affecting the Company; 4 and 5 William IV, cap. 88; 18 and 19 Vict., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; the Cattewater Harbour Orders, 1874 and 1876, and the Acts confirming the objects of the Bill, or any of them.

And notice is hereby further given that on or before the 30th day of November instant plans and sections of the intended railways and works, together with books of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands or houses intended to be taken are situated, together with a copy of this Notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place

with the clerk of some parish immediately adjoining thereto at his residence; and

On or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1896.

ADAMS and CROFT, 13, Princess-square, Plymouth, Solicitors.

BATTEN, PROFFITT and SCOTT, 32, Great George-street, Westminster, Solicitors and Parliamentary Agents.

Board of Trade.—1897.

Wallasey Urban District Council Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Wallasey Urban District Council within the District of Wallasey; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking-up and Interference with Streets and Tramways; the Laying down and Erection of Electric Lines, Pipes, Wires, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts and the Transfer of the Undertaking; the Borrowing of Money; and other Matters.)

NOTICE is hereby given, that the Wallasey Urban District Council (who are hereinafter called the Council, and whose address is the Public Offices, Egremont, Cheshire), 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 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 Wallasey, in the county of Chester (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 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 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 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 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 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 lands 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 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 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 Order, and to charge the moneys so borrowed and interest upon the district fund and general district rate of the district, 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.

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:—

Sea View-road, Liscard Village, Manor-road, Sea Bank-road, Rowson-street, Victoria-road, New Brighton, King-street, Brighton-street, Victoria-road (Seacombe), and Tobin-street.

The following are the streets not repairable by the local authority and tramways which the Council propose to take power to break-up, that is to say:—Sea View-road, Liscard, Claremont-road, Wallasey, and the tramways of the Wirral Tramway 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 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 under-mentioned 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 Chester at Chester in the said county and at the office of the Clerk to the Council in the said district.

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, 1897, and a copy of such objection must also be forwarded to the under-mentioned Clerk or Parliamentary Agents.

Dated the 13th day of November, 1896.

WILLIAM DANGER, Clerk to the Council,
Egremont, Cheshire.

SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents.

Board of Trade.—Session 1897.

Great Grimsby Street Tramways Extensions. (Construction of Additional Street Tramways, in the Hamlet of Cleethorpes, and Parish of Old Clee, in the County of Lincoln; Use of Mechanical Power on Intended Tramways and Existing Tramways of the Promoters; Power to Promoters to take Leases of Tramways; Tolls; Provisions as to Application of Capital.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1896, for a Provisional Order under the Tramways Act, 1870.

To authorise the Great Grimsby Street Tramways Company (in this Notice called "the Promoters") to construct and maintain, in the county of Lincoln, the street tramway described in this Notice, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The tramway proposed to be authorised is the following:—

Tramway No. 1, commencing in Cleethorpes-road by a junction with the existing tramway at its termination, and passing thence into and along Isaacs-hill, High-street, and Alexandra-road, and terminating in the last-mentioned road at its junction with Albert-road.

Tramway No. 1 will be a single line throughout, except at the following places, at which it will be a double line:—

Between a point 50 links or thereabouts south-east of Princes-road and a point opposite the corner of St. Peter's-road at its junction with High-street.

Between a point 1 chain or thereabouts south-west of the north-east side of Cross-street to a point 2 chains or thereabouts north-east of the north-east side of Cross-street.

Between a point 1·50 chains or thereabouts south-west of Alexandra-road and a point 1·50 chains or thereabouts south-east of High-street.

Between a point 6·50 chains or thereabouts north-west of Albert-road, and a point 50 links or thereabouts north-west of Albert-road.

The proposed tramway will be situate in the hamlet of Cleethorpes, and the parish of Old Clee all in the county of Lincoln.

At the following places it is proposed to lay the proposed tramway so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of

the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In Isaacs-hill and High-street on both sides thereof between a point 50 links or thereabouts south-west of Saint Peter's-road, and a point 3·50 chains or thereabouts north-east of the north-east side of Cross-street.

In High-street, on both sides thereof, between a point 2 chains or thereabouts south-west of Alexandra-road and a point 1·25 chains or thereabouts south-west of Alexandra-road.

In Alexandra-road, on both sides thereof, between the south-east side of High-street and a point 1·50 chains or thereabouts from such south-east side.

In Alexandra-road on the north-east side thereof between a point 6·50 chains or thereabouts north-west of Albert-road, and a point 50 links or thereabouts north-west of Albert-road.

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

It is intended to employ electrical power (either by the overhead system or otherwise) for moving carriages or trucks upon the proposed tramway.

To enable the Promoters, for the purposes of the proposed tramway and works, to purchase or acquire land by agreement, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Promoters to demand, take, and recover tolls, rates, and charges for the conveyance of passenger or other traffic upon the proposed tramway.

To empower the Promoters from time to time to make such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed tramway, or for providing access to any stables or carriage sheds or works of the Promoters.

To enable the Promoters, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of the proposed tramway, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used, or intended so to be.

To authorise the Promoters to use electrical power (either by the overhead system or otherwise) for moving carriages or trucks upon their existing tramways, and to effect all such alterations in the said existing tramways, and the works connected therewith as may be necessary or convenient for the use of such power.

To empower the Promoters to apply their existing funds, or any moneys which they have power to raise, to all or any of the purposes of the Order.

To empower the Promoters 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 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.

To incorporate in the Order some of the provisions of the Tramways Act, 1870, and of the Great Grimsby Street Tramways Act, 1879, and of the Great Grimsby Street Tramways (Cleethorpes Extension) Order, 1886, which Order was confirmed by the Tramways Orders Confirmation (No. 1) Act, 1886.

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

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the proposed tramway and works will be deposited for public inspection with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, and with the Clerk of the Cleethorpes-with-Thrunsoe Urban District Council, at his office at Cleethorpes, and on or before the same day a copy of so much of such plans and sections as relates to each parish, in or through which the proposed tramway will be laid, will be deposited for public inspection in the case of each such parish with the parish clerk of each such parish, at his residence, and on or before the same day a copy of the said plans and sections will be deposited at the office of the Board of Trade, Whitehall-gardens, London. Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for 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 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. Copies of their 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 19th day of November, 1896.

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

Board of Trade.—Session 1897.

Levenshulme Urban District Council Electric Lighting Provisional Order.

(Application to the Board of Trade under "The Electric Lighting Acts, 1882 and 1888," for a Provisional Order enabling the Levenshulme Urban District Council to Produce and Supply Electric Light for public and private purposes within their District, 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 Levenshulme Urban District Council (hereinafter called "the Council"), and whose offices are at No. 141, Stockport-road, Levenshulme, aforesaid, 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 Council 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 district of the Council (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 Gas Works Clauses Act, 1847," and "The Gas Works 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 a specified time (that is to say):—

Stockport-road (from the Levenshulme Hotel to the northern boundary of the area of supply), Wesley-street (from Stockport-road to the southern end of the passage leading to Park-grove), the said passage Park-grove (from the northern end of the said passage to the passage leading from Park-grove to Slade-lane), the said passage leading from Park-grove to Slade-lane (from the westerly end of Park-grove to the northerly end of Central-avenue), Central-avenue (from Slade-lane to Rushford-avenue), Rushford-avenue (from Central-avenue to the western boundary of the area of supply), Albert-road (from Stockport-road to Buckingham-road), Buckingham-road (from Albert-road to Osborne-road), and Osborne-road.

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 Council, and the following streets, roads, highways, footways, thoroughfares, and places not so repairable (that is to say):—

Passage at the westerly end of Park-grove (from Central-avenue to Park-grove), Marquis-street, Lorne-street, Tither-street, Printworks-lane, Aitken-street, Polygon-avenue, Back-lane, Elmley-street, Mount-street, Derby-street, Ballarat-street, Dixon-street, Fielding-street, The Crescent, Yew Tree-avenue, Worsley-grove, Levenshulme-terrace, Carril-grove, Chancery-grove, Wainwright-street, Cromwell-grove, Station-view, South-street, York-street,

Parker-street, Mount-terrace, Manchester-
street, Henderson-street, Berry-grove, May-
grove, Griffin-grove, Clare-road, Lime-
street, Hulme-street, Castleton-terrace,
Cringle-road, Broome-avenue, Graddock-
fold, Thomas-street, George-street, Flor-
ence-grove, Bowler-street, Watts-street,
Trilby-street, Julia-street, Beech-range,
Marshall-road, Erwood-road, Grange-
avenue, Limefield-terrace, Kensington
Oval,

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 the following railways and tramways
so far as they are respectively situate within the
area of supply, (that is to say):—

The London and North Western Railway, the
Manchester, Sheffield, and Lincolnshire
Railway, and the tramways of the Man-
chester Carriage and Tramways Company,
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 Council to manufacture,
hire, sell, and let dynamos, meters, burners,
lamps, engines, conductors, machinery, and
apparatus for, and in relation to the production,
supply, distribution or utilisation of electricity,
and to make and recover rents and charges
therefor.

5. To enable the Council 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 distri-
bution of electricity.

6. To enable the Council and any local autho-
rity, company, or person to enter into and fulfil
contracts and agreements for, and in relation to,
all or any of the purposes beforementioned, and
to enable the Council to sell, demise, or let to
such local authority, company, or person any
lands for the time being belonging to the
Council, 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 Gas Works
Clauses Act, 1847," "The Gas Works 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 Lancaster, at his office at
Preston, and with the Clerk of the Council, at
the offices of the Council hereinbefore mentioned,
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, and at the
offices of the Council hereinbefore mentioned,
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 of November, 1896.

J. OGDEN HARDICKER,

Duchy-chambers,

4, Clarence-street, Manchester,
Solicitor.

DYSON & Co.,

24, Parliament-street,

Westminster.

Parliamentary Agents.

Board of Trade.—Session 1897.

Gosport Water.

(Application for Provisional Order for the
Construction of further Works in the County
of Southampton, and to extend the Limits
of Supply; Provisions of the Gosport
Waterworks Act, 1858, to apply to extended
Limits; Levying of Water Rates; Purchase
of Lands by Agreement; Application of
Funds and further Money Powers; Agree-
ments with County Councils and others as to
Supply of Water in Bulk; Incorporation and
Amendment of Acts and Orders; 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,
1896; by or on behalf of the Gosport Water-
works Company (in this Notice called "the
Company"), for a Provisional Order (herein-
after referred to as "the Order") pursuant to
the Gas and Waterworks Facilities Act, 1870,
for the purposes, or some of the purposes,
following (that is to say):—

1. To extend the limits within which the
Company are authorised to supply water, and
to authorise them to supply water in and
throughout the parish of Rowner, in the county
of Southampton.

2. To enable the Company to have and exer-
cise within such extended limits of supply all
or some of the rights, powers, and privileges
which by the Gosport Waterworks Act, 1858
(hereinafter referred to as "the Act of 1858"),
the Company now have or may exercise within
their existing limits of supply, and to extend
and make applicable to the Order the provisions,
or some of the provisions, of the Act of 1858,
and to authorise the Company to demand, collect,
and recover rates, rents, and charges for the
supply of water within such extended limits,
and to confer, vary, or extinguish exemptions
from the payment of such rates, rents, and
charges.

3. To empower the Company to make and
maintain in the county of Southampton, with
all necessary approaches, embankments, roads,
filtering beds, wells, dams, sluices, culverts,
mains, pipes, engines, and all works and con-
veniences 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) A well and adits, pumping station
(Foxbury Pumping Station), tower, and
reservoir, with engines, pumps, tanks,
and other works, mechanics' cottages,
buildings, and fences wholly in the parish
of Alverstoke, all to be situate in and upon
the western corner of a field numbered

57 on the ^{1:100} Ordnance map of that parish; and immediately adjoining the private roadway which leads from a junction with the Fareham and Gosport turnpike road to Foxbury Point.

(B) A conduit or line of pipes, wholly in the parishes of Alverstoke and Rowner, commencing in the parish of Alverstoke at the site of the said pumping-station, and terminating in the parish of Alverstoke at the point of junction of Ann's Hill-lane with Privett-lane and Bury-road, Gosport.

4. To authorise the Company to deviate laterally from the lines of the intended works, and vertically from the levels thereof.

5. 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, adits, and pumping-station hereinbefore described, as well as the waters of any springs or 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.

6. To lay down and maintain conduits, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or temporarily stop up public and private roads, footpaths, streets, pavements, squares, alleys, bridges, public places, railways, tramways, sewers, drains, streams, and watercourses, in the parishes or places hereinbefore mentioned.

7. To authorise the Company to purchase and acquire by agreement, and to hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements in and over lands, houses, bridges, springs, streams, waters, and other hereditaments for the purposes of their undertaking.

8. To authorise the Company, for all or any of the purposes of the Order, or for the general purposes of their undertaking, to apply their funds and revenues, and to raise further moneys by the creation and issue of new shares or stock, with or without a preference or priority of dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, bond, or otherwise, and by the creation and issue of debenture stock, or by any of such means.

9. To enable the Company to enter into and carry into effect contracts or agreements for the supply of water in bulk or otherwise with any County Council, Urban or Rural District Council, or other local authority, company, body, or person.

10. To confer upon the Company the powers mentioned or referred to in the Gas and Waterworks Facilities Act, 1870, and all other powers usually conferred upon water companies.

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

12. To incorporate with the Order all or some of the provisions of the Lands Clauses Acts (except the provisions of those Acts with respect to the purchase and taking of lands otherwise than by agreement), and to extend to the Company the provisions, or some of the provisions, with or without alteration or amendment, of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, and the Waterworks Clauses Acts, 1847 and 1863.

13. To amend or repeal, extend, or make applicable to the proposed works so far as may be necessary or desirable for the purposes of the Order, the provisions or some of the provisions

of the Gosport Waterworks Act, 1858; the Gosport Water Order, 1872; the Gas and Water Orders Confirmation Act, 1872; the Gosport Water Order, 1883; and the Water Orders Confirmation Act, 1883.

And notice is hereby also given, that on or before the 30th day of November, 1896, plans and sections of the proposed works, a map showing the existing and proposed extended limits of supply, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December, 1896, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained at the offices of the undersigned, on payment of one shilling for each copy.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the Order, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1897, and copies of such objections must, at the same time, be also sent to the undersigned Parliamentary Agents, on behalf of the Promoters, and in forwarding to the Board of Trade such objections, the objectors, or their Agents, should state that a copy has been forwarded to the Promoters or their Parliamentary Agents.

Dated this 20th day of November, 1896.

BLAKE, REED, and LAPTHORN, 1, Stoke-road, Gosport (and at Portsmouth); Solicitors.

WYATT and Co., 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Weston-super-Mare Grand Pier.

(Extension of time for completion of authorised Pier and Works; Repeal, &c., of Section 51 of the Weston-super-Mare Grand Pier Act, 1893; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Weston-super-Mare Grand Pier Company for leave to bring in a Bill to extend the time limited by the Weston-super-Mare Grand Pier Act, 1893, for the construction and completion of the pier and works by that Act authorised.

To alter and amend, and if need be to repeal Section 51 of the Weston-super-Mare Grand Pier Act, 1893.

The Bill will vary and extinguish all rights and privileges which would interfere with its objects, and will amend the provisions or some of the provisions of the Weston-super-Mare Grand Pier Act, 1893, or any other Act relating to or affecting the Company.

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

Dated this 14th day of November, 1896.

BAKER and LANGWORTHY, Bank Chambers Corn-street, Bristol, Solicitors for the Bill.

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

In Parliament.—Session 1897.

Norwich Electric Tramways.

(Construction of Tramways in the City and County of the City of Norwich and County of Norfolk; Interference with Streets and Roads, New Streets, and Street Widening; Generating Station; Compulsory Purchase of Lands, &c.; Power to Purchase Parts only of Properties; Electrical or other Motive Power; Gauge, Posts, and Overhead Wires; Tolls, Rates, and Charges; Payment of Interest during Construction; Agreements with Local Authorities, Bodies, and Persons; Provisions for conferring certain of the Powers of the Bill on the Corporation of Norwich; and Amendment or Repeal of the Provisions of Section 43 of the Tramways Act, 1870, with respect to the Acquisition of the Undertaking by Local Authorities; Bye-laws and Regulations; Incorporation, Amendment, or Repeal of Acts; and other Powers and Purposes.)

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

1. To authorise the New General Traction Company, Limited, of 35, Parliament-street, Westminster, or a Company to be incorporated by the Act (hereinafter called "the Promoters") to make and maintain, work and use, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting-rooms, stables, carriage-houses, engine-houses, stations, sheds, buildings, works, and conveniences connected therewith, respectively.

(In the following descriptions of the proposed tramways, narrow places, new streets, and street widenings, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or 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 footpath, and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

Tramway No. 1, commencing in Cattle Market, in or nearly in line with the northern side of the Plough Inn, passing thence in a westerly direction along the roadway on the southern side of the Cattle-Market, Castle Meadow, the open space between Castle Meadow and Prince of Wales-road, Prince of Wales-road, Foundry Bridge, Thorpe-road, and terminating therein in or nearly in line with the eastern side of the Redau Tavern.

Tramway No. 2, wholly in Thorpe-road, commencing at the termination of Tramway No. 1, passing thence eastwardly and terminating at a point 77 yards eastward from the roadway leading to the Buck public-house.

Tramway No. 3, wholly in Thorpe (otherwise the Yarmouth) road, commencing at the termination of Tramway No. 2, passing thence eastwardly, and terminating at a point 272 yards westward from the roadway leading southwardly from the said road to the principal entrance to the County Lunatic Asylum.

Tramway No. 4, commencing in City-road, at a point 115 yards southward from Lindley-

street, and passing thence along City-road, Queen's-road (including St. Catherine's Plain), Upper Surrey-street, All Saints Green, All Saints-street, the open space between All Saints Green and Golden Ball-street, Golden Ball-street, and Cattle Market, and terminating therein at the point of commencement of Tramway No. 1.

Tramway No. 5, commencing in Newmarket-road, at a point 3 yards eastward from the western side of Judge's-walk, passing thence along Newmarket-road, St. Stephen's-road, and Queen's-road, and terminating therein by a junction with Tramway No. 4, at a point 20 yards eastward from the north-western side of Grove-road.

Tramway No. 5A, commencing in Queen's-road, by a junction with Tramway No. 5, at a point 3 yards north-westward from Grove-road, and passing thence into Upper Surrey-street, and terminating therein by a junction with Tramway No. 4, at a point 11 yards from Queen's-road.

Tramway No. 6, commencing by a junction with Tramway No. 5, at a point at or near the north-western end of Queen's-road, passing thence into and along St. Stephen's-street, St. Stephen's-plain, Red Lion-street, Orford-hill, proposed new street between Orford-hill and Castle-meadow, and Castle-meadow, and terminating therein by a junction with Tramway No. 1, at a point opposite, or nearly opposite, to the northern end of the York Tavern.

Tramway No. 7, commencing in Earham-road, in or nearly in line with the eastern side of the road leading to the Cemetery, passing thence along Earham-road, St. Giles'-road, Chapel-field-road, Chapel-field, Theatre-street, Rampant-horse-street, and St. Stephen's-plain, and terminating therein at or near the end of St. Stephen's-street.

Tramway No. 8, commencing in Chapel Field-road, by a junction with Tramway No. 7, at a point 42 yards northward from the Drill Hall, passing thence along Chapel Field-road, and terminating by a junction with Tramway No. 5, at or near the north-western end of Queen's-road.

Tramway No. 8A, commencing by a junction with Tramway No. 8 at or near the south-eastern end of Chapel Field-road, passing thence into and terminating in St. Stephen's-street, by a junction with Tramway No. 6 at a point 20 yards from the southern side of Chapel Field-road.

Tramway No. 9, commencing in Unthank's-road, at a point 13 yards eastward from the Lodge at the main entrance therefrom to Eaton Hall, passing thence along Unthank's-road, St. Giles's-street, the roadway on the eastern side of the Market-place (known as Gentlemen's-walk), Briggs-street, and Rampant Horse-street, and terminating therein by a junction with Tramway No. 7 at a point 3 yards south-eastward from Briggs-street.

Tramway No. 9A, commencing in St. Giles's-road by a junction with Tramway No. 7 at a point 32 yards westwards from St. Giles's-hill, passing thence into and terminating in St. Giles's-street at a point 3 yards from St. Giles's-hill.

Tramway No. 10, commencing in Dereham-road, opposite or nearly opposite to the centre of the Lord Nelson public-house, passing thence along Dereham-road to St. Benedict's-street, Charing Cross, St. Andrew's Broad-street, proposed new street extending between St. Andrew's-hill and

Redwell-street, Redwell-street, Bank Plain, and the open space between Castle Meadow and Prince of Wales-road, and terminating therein by a junction with Tramway No. 1, at a point 19 yards westward from the General Post Office.

Tramway No. 11, commencing in St. Giles's-road, by a junction with Tramway No. 7, at a point 23 yards from Mill Hill-road, passing thence into and along Heigham-road and Dereham-road, and terminating therein by a junction with Tramway No. 10, at a point 27 yards eastward from Old Palace-road.

Tramway No. 12, commencing in St. Benedict's-street by a junction with Tramway No. 10, at a point 6 yards eastward from Barn-road, passing thence into and along Barn-road, Station-road, Oak-street, Sussex-street, St. Augustine's-street, and Aylsham-road, and terminating therein at a point 33 yards north-westward from Prospect-place.

Tramway No. 13, commencing at or near the junction of Denmark-road (otherwise Church-lane), with Sprowston-road, passing thence along Denmark-road, Magdalen-road, Magdalen-street, Fye Bridge-street, Wensum-street, Tomblaid, Upper King-street, and into and terminating in the open space between Castle Meadow and Prince of Wales-road, at a point opposite, or nearly opposite, to the centre of the post-office.

Tramway No. 13A, commencing by a junction with Tramway No. 13 at or near the southern end of Upper King-street at a point 6 yards from Prince of Wales-road, passing thence into and terminating in Prince of Wales-road by a junction with Tramway No. 1 at or near the southern end of that road.

Tramway No. 14, commencing in St. Augustine's-street at a point 9 yards southward from Baker's-road, passing thence into and along Magpie-road, and terminating by a junction with Tramway No. 13, at or near the junction of Magdalen-street with Magdalen-road, at a point in line or nearly in line with the northern side of the White Swan public-house.

Tramway No. 15, commencing in the open space between Castle Meadow and Prince of Wales-road, by a junction with Tramway No. 1, at a point 16 yards south-westward from Prince of Wales-road, passing thence into and along King-street and Bracondale, and terminating therein at a point 78 yards south-eastward from Martineau's-lane.

Tramway No. 16, commencing by a junction with Tramway No. 1 at or near the eastern end of Foundry Bridge, passing thence into and along Riverside-road, Bishop Bridge-road, and the roadway leading thence by way of St. James's Hill to Mousehold Heath, and terminating therein at a point 31 chains south-westward from the public road leading from the Plumstead-road to the Sprowston-road.

Tramway No. 16A, commencing in Thorpe-road at or near the eastern end of Foundry-bridge, by a junction with Tramway No. 1, passing thence into and terminating in Riverside-road, by a junction with Tramway No. 16, at a point 6 yards from Thorpe-road.

The proposed tramways (except Tramway No. 2 and Tramway No. 3) will be wholly situate in the parish of Norwich and county of the city of Norwich.

The proposed Tramway No 2 will be made or
No. 26798. L

pass from, in, through, or into the parish of Norwich, in the city and county of the city of Norwich, and the parish of Thorpe St. Andrew (otherwise Thorpe-next-Norwich), in the county of Norfolk.

The proposed Tramway No. 3 will be wholly situate in the said parish of Thorpe St. Andrew.

Narrow Places.

On both sides throughout all the following tramways:—

Tramways No. 1, in Castle-meadow.

Between points respectively 6 yards northward from the York Tavern, and 91 yards eastward from Opie-street.

In Thorpe-road.

(a) Between points respectively 60 yards and 114 yards from the centre of Foundry-bridge.

(b) From Lower Clarence-road to Stracey-road.

(c) Between points respectively 46 yards eastward from Stracey-road and 73 yards westward from the eastern side of Clarence-road.

(d) From a point 54 yards westward from the eastern side of Clarence-road to Harbour-road.

(e) Between points respectively 34 yards westward and 46 yards eastward from the western side of Grove-road.

(f) Between points respectively 6 yards and 72 yards westward from Heathside-road.

Tramway No. 2, in Thorpe-road.

(a) Between points respectively 27 yards and 93 yards westward from Stanley-avenue.

(b) Between points respectively 170 yards eastward from the centre of the Gateway at the principal entrance from Thorpe-road to Thorpe Hall, and 20 yards westward from the roadway leading to the Buck public-house.

Tramway No. 3, in Thorpe (otherwise the Yarmouth) road.

Between points respectively 150 yards eastward from the roadway leading to the Buck public-house, and 115 yards eastward from the Red Lion public-house.

Tramway No. 4, in City-road.

(a) Between points respectively 103 yards southward from Lindley-street, and 36 yards southward from Harford-street.

(b) Between points respectively 29 yards, and 62 yards northward from Corton-road.

In Upper Surroy-street.

(a) Between points respectively 13 yards, and 79 yards from Queen's-road.

(b) Between points respectively 83 yards, and 123 yards northward from Surrey-road.

In All Saints'-street.

From All Saints'-green to Timberhill-street.

In Golden Ball-street.

Throughout the entire length of the street.

Tramway No. 6, in St. Stephen's-street.

From Coburg-street to a point 30 yards north-eastward from Surrey-street.

Tramway No. 7, in Earlham-road.

(a) Between points respectively 13 yards and 79 yards eastward from the road leading to the cemetery.

(b) For a distance of 66 yards westward from Carnarvon-road.

In St. Giles's road.

Between points respectively 16 yards and 89 yards eastward from Mill Hill-road.

In Theatre-street and Rampant Horse-street.

From the north-western end of Theatre-street, to a point in Rampant Horse-street 12 yards westward from Briggs'-street.

Tramway No. 8, in Chapel Field-road.

(a) Between points respectively 9 yards north-

westward from the Drill Hall and 42 yards north-westward from Julian-street.

- (b) For a distance of 81 yards south-eastward from Bristol-terrace.

Tramway No. 9, in Unthank's-road:—

- (a) Between points respectively 76 yards and 142 yards north-eastward from Upton-road.

- (b) Between points respectively 32 yards and 92 yards north-eastward from Mile End-road.

- (c) Between points respectively 11 yards and 77 yards north-eastward from College-road.

- (d) For a distance of 66 yards north-eastward from Gloucester-street.

- (e) For a distance of 66 yards south-westward from Grove-street West.

- (f) Between points respectively 62 yards north-eastward from Grove-street West, and 76 yards north-eastward from the Baptist Chapel.

In St. Giles's-street:—

- (a) Between points respectively 16 yards and 41 yards eastward from the western side of Church Hill.

- (b) For a distance of 192 yards from the eastern end of the Guildhall.

Tramway No. 10, in St. Benedict's-street:—

Between points respectively 45 yards westward and 157 yards eastward from the western side of St. Margaret's-street.

In Charing Cross and St. Andrew's Broad-street.

Between a point in Charing Cross 53 yards westward, and a point in St. Andrew's Broad-street, 109 yards eastward, from the westward side of Maddermarket-street.

In Redwell-street.

Between points respectively, 17 yards and 46 yards north-westward from the south-eastern side of Queen-street.

Tramway No. 11, in Heigham-road.

From Earham-road to a point 77 yards northward from the southern side of Stafford-street.

Tramway No. 12, in Barn-road.

From a point 16 yards northward from St. Benedict's-street to Lower Westwick-street.

In Oak-street.

Between points respectively 20 yards and 86 yards northward from Station-road.

In Sussex-street.

Between points respectively 13 yards and 79 yards westward from St. Augustine's-street.

In Aylsham-road.

Between points respectively 40 yards and 106 yards south-eastward from St. Martin's-road.

Tramway No. 13, in Denmark-road (otherwise Church-lane).

From Sprowston-road to Constitution-hill.

In Magdalen-road.

- (a) Between points respectively 39 yards and 78 yards northward from Lawson-road.

- (b) For a distance of 66 yards northwards from Sprowston-road.

In Magdalen-street.

- (a) Between points respectively 52 yards and 189 yards southward from Magpie-road.

- (b) For a distance of 82 yards southward from Cowgate-street.

- (c) Between points respectively 36 yards and 102 yards southward from St. Saviour's-lane.

Tramway No. 14, in Magpie-road.

From Waterloo-road to a point 94 yards eastward from Heath-road.

Tramway No. 15, in King-street.

Throughout the entire length of that street.

Tramway No. 16, in Riverside-road.

Between points respectively 57 yards and 123 yards southward from Rosary-road.

In Bishopbridge-road and the roadway leading by way of St. James'-hill to Mousehold Heath:

Between a point in Bishopbridge-road, 28 yards northward from Gas House-hill and a point in the said roadway 9 yards northward from the Castle Tavern.

In the aforesaid roadway leading to Mousehold Heath—

- (a) Between points respectively $15\frac{1}{2}$ chains and $18\frac{1}{2}$ chains northwardly from the Castle Tavern.

- (b) Between point respectively $14\frac{1}{2}$ chains and 7 chains from the termination of the tramway.

- (c) Between points respectively 76 yards and 10 yards from the termination of the tramway.

2. The tramways are intended to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be authorised, with such grooves, plates, or tubes as may be necessary to work the same.

3. It is not intended to run on the tramways carriages or trucks adapted for use on railways.

4. To authorise the Promoters 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, footpaths, 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 re-instating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

5. To enable the Promoters for all or any of the purposes of the 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 Promoters to purchase or acquire by compulsion or agreement the following lands for the purposes of a generating station or other the purposes of the undertaking, namely:—

That portion of the land on the eastern side of Duke-street, in the city and parish of Norwich, known as Messrs. Case and Steward's yard, presently or lately occupied as regards respective portions thereof, by Messrs. Case and Steward, corn merchants and maltsters; Mr. S. Symonds, flock, rag, and metal merchant; and Messrs. Lee, Barber, and Co., corn merchants and millers; which property is bounded on the north by the River Wensum, on the west by the property owned, or reputed to be owned and occupied by Messrs. Lacon and Co., Limited, on the south by the Duke's Palace Inn, and property owned, or reputed to be owned, by Mr. J. J. Colman, and on the east partly by property owned, or reputed to be owned, by Mr. F. W. Harmer, and partly by the River Wensum.

To authorise the making of the following works or some of them in the parish of Norwich, in the city and county of the city of Norwich, namely:—

- A widening of Red Lion-street on the eastern side throughout its entire length :
From St. Stephen's-plain to Orford-hill.
- A widening of Castle-meadow, on the western side: Between points respectively 8 yards westward and 13 yards or thereabouts northward from the south-east angle of the York Tavern.
- A widening of Unthank's-road on the north-western side:
From a point in or nearly in line with the south-western side of York-street, to a point 50 yards northward from Grove-street West.
- A widening of Briggs-street, on the west side throughout its entire length :
Between Haymarket and Rampant Horse-street.
- A widening of St. Andrew's Broad-street on the north side:
For a distance of 50 yards from St. Andrew's Plain.
- A widening of Magdalen-street on the east-side:
Between points respectively 92 yards and 20 yards northward from the Churchyard of St. Saviour's Church
- A widening of Magdalen-street on the west side:
From Colegate-street for a distance of 44 yards northward therefrom.
- A widening of Eye Bridge-street on the west side throughout its entire length :
Between Colegate-street and the River Wensum.
- A widening of Wensum-street and Tombland on the west side :
Between the River Wensum and a point 10 yards southward from Wagon and Horse-lane.
- A new street between Orford Hill and Castle Meadow of a width throughout of 14 yards northward from the north-western side of the Bell Hotel.
- A new street 34 feet in width between St. Andrew's Hill and Redwell-street. The centre line thereof to commence at a point on the eastern side of St. Andrew's Hill 6 yards from the north-west corner of the City Arms public-house, and to terminate at a point on the western side of Redwell-street 41 yards or thereabouts from Prince's-street.
6. To exempt the Promoters 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.
7. 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, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or otherwise in the interests of the Promoters, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works, or buildings of the Promoters.
8. To empower the Promoters to work and use the proposed tramways, or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by—

- (1) Electrical power applied on the overhead system or otherwise 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 stations, or to be carried with the carriages.

- (2) Steam power to be applied by means of cables, wires, or ropes placed under the surface of the streets or roads, and in connection with a stationary engine or engines.

- (3) Pneumatic, gas, and oil, or other mechanical power to be carried with the carriages, or applied by means of locomotives,

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 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, 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; and to empower the Promoters, for the purpose of working the tramways and of the Bill, 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 such electrical or other mechanical power.

9. To enable the Promoters to levy tolls, rates, and charges for the use of the proposed 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.

10. To reserve to the Promoters the exclusive right of using the proposed tramways, engines, and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved edge or other rail.

11. To provide for and regulate the user by the Promoters 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 tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

12. To authorise the Promoters when by reason of the execution of any work affecting the surface or soil of any street or road, 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 or road, and maintain, work, and use 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.

13. To empower the promoters on the one hand, and the Corporation of the city of Norwich, and any local authority 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 with respect to the intended street widenings and new streets, and the contribution by such authorities or any of them to the expense thereof, and with respect to the alteration of the widths or levels of any of the

said streets, roads, or places, and the laying down, placing, altering, maintaining, renewing, repairing, and working, and the using by the Promoters of the proposed tramways, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them, or of any lands and properties acquired by the Promoters for the purposes of the proposed street widenings and new streets, by such corporation or local authorities, and to confirm any agreements entered into or to be entered into with such corporation, local authorities, bodies corporate, or persons, with respect to any of the aforesaid purposes.

14. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Promoters may be required to sell their undertaking, or any part thereof, to any local authority, and so far as necessary, for such purpose, and for determining the purchase price to alter, amend, extend, or to repeal that section.

15. The Bill may, if deemed expedient, confer all or some of the intended powers, with respect to the proposed street widenings, and new streets, upon the Corporation of the City of Norwich, and enable that Corporation, either themselves or jointly with the Promoters, to execute these works, and empower the Corporation to borrow money for the purposes of such works on the security of the Borough Fund, borough rate, district fund, and general district rate of the borough, and other funds, rates, and revenues, and alter, amend, extend, and enlarge or repeal, so far as may be necessary for the purposes aforesaid, and of the Bill, the Acts 46 Geo. III., cap. 67; 6 Geo. IV., cap. 78; 2 and 3 Vic., cap. 62; 14 and 15 Vic., cap. 98; 22 and 23 Vic., cap. 27; 22 and 23 Vic., cap. 34; 25 and 26 Vic., cap. 3; 26 and 27 Vic., cap. 93; the city of Norwich Act, 1867; the Norwich Improvement Act, 1879; the Local Government Board's Provisional Orders Confirmation (No. 5) Act, 1887; the Norwich Corporation Act, 1889; and all other Acts relating directly or indirectly to the city of Norwich.

16. To enable 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 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.

17. To empower the Promoters 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 Bill.

18. To empower the Board of Trade from time to time to make, and the Promoters 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.

19. To enable the Promoters, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary to pay out of the capital to be raised under the Bill, or any funds of the Promoters from time to time, interest

or dividends on any shares or stocks of the Promoters during the construction of the proposed tramways and other works, or any of them, and until the completion thereof respectively, or until such other time as may be prescribed by the Bill.

20. To enable the Promoters to sell or to lease, either in perpetuity or for a limited period, their undertaking and works, or any part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee all or any of the powers of the Promoters.

21. To incorporate in the Bill the Lands Clauses Acts, 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 Locomotives 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.

22. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill; and of such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges and all such powers other than those hereinbefore mentioned on the Promoters as may be requisite or necessary for the purposes of the Bill.

23. And notice is hereby further given that plans and sections in duplicate of the proposed tramways, street widenings, and new streets, and the lands, houses, and other property which will or may be taken or used for the purposes thereof, or under the 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 Norfolk, and with the Clerk of the Peace for the county of the city of Norwich, at their respective offices in the city of Norwich, and on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes in or through which the proposed tramways, street widenings, and new streets, 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 be deposited with the Clerk to the Norwich Board of Guardians in respect of the parish of Norwich at his office in the city of Norwich, and with the Clerk of the parish council of the parish of Thorpe St. Andrew (otherwise Thorpe-next-Norwich) in respect of that parish, at his office at The Beeches, Thorpe St. Andrew, and a copy of so much of such plans, sections, and book of reference, as relates to the city of Norwich, with a copy of this Notice published as aforesaid, will, on or before the same day, be deposited with the Town Clerk of that city at his office.

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

Dated this 19th day of November, 1896.

MILLS and REEVE, 69, London-street,
Norwich, Solicitors.

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

In Parliament.—Session 1897.

Coventry Electric Tramways Extensions.

(Construction of Tramways in and about the City of Coventry; Interference with Streets and Roads; Electrical or other Motive Power; Gauge; Generating Station; Compulsory Purchase of Lands, &c.; Powers to Acquire Undertaking of the Coventry Electric Tramways, Limited; Agreements with Local Authorities, &c.; Tolls, Rates, and Charges; Bye-laws and Regulations; Payment of Interest during Construction; Amendment or Repeal of Section 43 and other Sections of the Tramways Act, 1870; Incorporation and Amendment of other Acts and Orders and other Powers and Purposes.)

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

1. To authorise the New General Traction Company, Limited, of 35, Parliament-street, Westminster, or a company to be incorporated by the Act (hereinafter called "the Promoters") to make and maintain, work, and use all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turn-tables, turn-outs, crossings, passing places, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively:—

(In the following descriptions of the proposed tramways the distances and lengths given for the purposes of describing the commencement or termination of any tramway or narrow place are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or 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 footpath and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

Tramway No. 1, commencing in Old Allesley-road, in the parish of St. Michael in the city of Coventry, in line or nearly in line with the eastern side of Mount-street, passing thence along Old Allesley-road, Spon-end, Spon End-bridge, Spon-street, Fleet-street, Smithford-street (including Ram-bridge) and Broadgate, through the parish of St. John Baptist in that city and terminating in Broadgate in the parish of St. Michael aforesaid by a junction with the existing tramway at a point 24 yards northward from the north-east entrance to the King's Head Hotel.

Tramway No. 2, situate wholly in the parish of Holy Trinity in the city of Coventry commencing in Burgess by a junction with the existing tramway at a point 24 yards southward from the northern side of Hales-street, passing thence into and along Hales-street, Jesson-street, the open space between Jesson-street and Stoney Stanton-road, Stoney Stanton-road (crossing Priestley's-bridge), and terminating in Stoney Stanton-road at the municipal boundary of the city of Coventry, at a point 30 yards northward from the Three Horse Shoes Inn.

Tramway No. 3, situate wholly in the parish

of Foleshill, and county of Warwick, commencing in Stoney Stanton-road at the termination of Tramway No. 2, passing thence along Stoney Stanton-road and Stoney Stanton (otherwise New Leicester) road (crossing Navigation-bridge), and terminating at or near the eastern end of that road, at Bell-green, at its junction with the public road leading from Tackford-bridge to Hall Green-bridge.

Tramway No. 4, commencing in Hales-street, in the parish of Holy Trinity aforesaid, by a junction with Tramway No. 2 at a point in line, or nearly in line, with the southern side of Ford-street, passing thence into and along Ford-street, Lower Ford-street, Far Gosford-street, the open space between Far Gosford-street and Binley-road, Binley-road, and terminating in Binley-road in the parish of St. Michael aforesaid, at the municipal boundary of the city of Coventry, at a point 72 yards eastward from Wycliffe Cottage.

Tramway No. 4A, wholly situate in the parish of Holy Trinity aforesaid, commencing in Far Gosford-street by a junction with Tramway No. 4 at a point 27 yards westward from Payne's-lane, passing thence into and terminating in Payne's-lane by a junction with Tramway No. 6 at a point 3 yards from the southern end of that lane.

Tramway No. 5, situate wholly in Binley-road in the parish of Stoke and county of Warwick, commencing at the termination of Tramway No. 4 and terminating in Lower Stoke village at a point 66 yards eastward from the western side of the Bull's Head inn.

Tramway No. 6, wholly situate in the parish of Holy Trinity aforesaid, commencing at or near the northern end of Hales-street by a junction with Tramway No. 2, at a point in or nearly in line with the western side of Jesson-street, passing thence along White-street, Primrose Hill-street, Victoria-street, King William-street, Berry-street, Vernon-street, Payne's-lane, and Binley-road, and terminating therein by a junction with Tramway No. 4 at a point 40 yards southward from Payne's-lane.

Tramway No. 7, commencing in Smithford-street, in the parish of St. Michael aforesaid, by a junction with Tramway No. 1 at a point 21 yards westward from the eastern side of Hertford-street, passing thence along Smithford-street, High-street, Earl-street, Jordan Well, and Gosford-street (including the bridge over the River Sherbourne), and terminating in the parish of Holy Trinity aforesaid, by a junction with Tramway No. 4 at or near the western end of Far Gosford-street, in line or nearly in line with the eastern side of Lower Ford-street.

Tramway No. 7A, wholly situate in the parish of St. Michael aforesaid, commencing in Broadgate by a junction with the existing tramway at a point 31 yards from the north-east entrance to the King's Head Hotel, passing thence south-eastwardly along Broadgate, and terminating at or near the junction of Broadgate, Smithford-street, and High-street at a point 4 yards westward from Greyfriars'-lane.

The tramways will be made and pass from, in, through, or into the parishes of St. Michael, St. John Baptist, and Holy Trinity, in the city of Coventry, and the parishes of Foleshill and Stoke in the county of Warwick.

(Narrow Places)

Tramway No. 1, on both sides,

(a) In Spon-end and Spon-street (including Spon-end-bridge), between points respectively 27 yards and 10 yards westward from the eastern end of the northern parapet of the said bridge.

(b) In Spon-street, between points respectively 106 yards and 6 yards westward from Crow-lane.

(c) Between a point in Fleet-street 83 yards eastward from Conduit-yard and Broad-gate.

Tramway No. 2, in Stoney Stanton-road on both sides.

(a) Between points respectively 100 yards and 166 yards north-eastward from Bird-street.

(b) For a distance of 66 yards north-eastward from the centre of Stanton-street.

(c) For a distance of 66 yards south-westward from the centre of Cambridge-street.

(d) For a distance of 6 yards on either side of the centre of Priestley's-bridge.

Tramway No. 3, on both sides.

(a) In Stoney Stanton-road, between points respectively 167 yards and 145 yards south-westward from Brickkiln-lane.

(b) On Navigation Bridge for a distance of 8 yards on either side of the centre of such bridge.

(c) In Stoney Stanton (otherwise New Leices-ter) road.

(1) Between points respectively 100 yards and 34 yards south-westward from the centre of the principal entrance gate-way to Court House.

(2) Between points respectively 317 yards and 383 yards north-eastward from the centre of the last-mentioned gateway.

(3) Between points respectively 83 yards and 111 yards north-eastward from the roadway leading to the Golden Fleece public-house.

(4) Between points respectively 99 yards and 47 yards from the termination of the tramway.

Tramway No. 4, in Binley-road, on both sides.

(a) Between points respectively 154 yards and 220 yards from the southern end of Payne's-lane.

(b) For a distance of 66 yards eastward from the western side of Wycliffe Cottage.

In Far Gosford-street between points respectively 67 yards and 114 yards east of Gateway All Saints Church on both sides.

Tramway No. 5, in Binley-road on both sides.

For a distance of 340 yards from the termina-tion of the tramway.

Tramway No. 6, on both sides.

(a) In Primrose-hill-street for a distance of 90 yards from Cox-street.

(b) In King William-street between points respectively 28 yards and 73 yards from Adelaide-street.

(c) In Berry-street for a distance of 24 yards from Vernon-street.

(d) In Payne's-lane between points respec-tively 123 yards and 63 yards from the southern end of that lane.

Tramway No. 7, in Smithford-street on the southern side.

Between Hertford-street and High-street.

In High-street, Earl-street, Jordan Well, and Gosford-street on both sides.

Between Broadgate and Whitefriars'-lane.

(2) The tramways are intended to be con-structed on a gauge of 3 feet 6 inches or such other gauge as may be authorised with such grooves, plates, or tubes as may be necessary to work the same.

(3) It is not intended to run on the tramways, carriages, or trucks adapted for use on rail-ways.

4. To authorise the Promoters 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, foot-paths, pavements, watercourses, bridges, sewers, drains, waterpipes, gaspipes, and electric tele-graph and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice, for the pur-pose 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.

5. To enable the Promoters 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 ease-ments over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveni-ences on 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 Promoters to purchase or acquire by compulsion or agreement the following lands for the purposes of a generating station or other the purposes of the undertaking, namely:—

That portion of land in the parish of Holy Trinity aforesaid, belonging or reputed to belong to the Honourable Cecil Saumarez Irby, bounded on the north and west by lands presently occupied by Mr. Webster, Brickmaker, on the south by the Coventry Canal, and on the east by the road known as the Stoney Stanton-road, and comprising 2 roods 26 perches or thereabouts.

6. To exempt the Promoters from the opera-tion of Section 92 of the Lands Clauses Consolida-tion Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

7. 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 Promoters' tramways or any of them or other-wise, 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, engine houses, generating stations, stationary engines, works, or buildings of the Promoters, and to enable the Promoters to make junctions and connections of the proposed tram-ways with any tramways which the Promoters may acquire under the powers of the Bill, or which belong to the Coventry Electric Tramways Limited.

8. To empower the Promoters to work and use the proposed tramways, or any of them, and any tramways which may be acquired by the Promoters under the powers of the Bill, by means of engines, carriages, trucks, and vehicles propelled by electrical power applied on the overhead system, or otherwise, or any other mechanical power, and either in addition to or in substitution for animal 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 Bill, and in particular

power to enter upon, and open the service 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, 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, and to empower the Promoters for the purpose of working the tramways, to erect engines and machinery, and to empower the Promoters to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

9. To enable the Promoters to levy tolls, rates and charges for the use of the tramways and any tramways they may acquire under the powers of the Bill 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 or charges and any exemptions therefrom.

10. To reserve to the Promoters the exclusive right of using the proposed tramways, engines and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved edge or other rail.

11. 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 Coventry Electric Tramways, Limited, or as may be prescribed or provided for by the Bill, the tramways of the Coventry Electric Tramways, Limited, together with all offices, sheds, stations, sidings, junctions, machinery, generating stations, works, and conveniences of or connected therewith.

12. To empower the Promoters on the one hand, and the Corporation of the city of Coventry and any local authority or other bodies corporate, or persons having respectively the control or management or the duty of directing the repairs of the said streets, roads, and places, on the other hand to enter into contracts or agreements with regard to all or any of the purposes of the Bill with respect to the alteration of the widths or levels of any of the said roads or streets, and as to the laying down, altering, maintaining, renewing, repairing, and working, and the using by the Promoters of the proposed tramways and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them, or any of the tramways which may be acquired by the Promoters under the powers of the Bill by such corporation or local authorities, and to confirm any agreements entered into or to be entered into with such corporation, local authorities, bodies corporate, or persons with respect to any of the aforesaid purposes.

13. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Promoters may be required to sell their undertaking or any part thereof to any local authority, and so far as necessary for such purpose and for determining the purchase price to alter, amend, extend, or to repeal that section.

14. To enable 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 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.

15. To empower the Promoters 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 Bill.

16. To empower the Board of Trade from time to time to make, and the Promoters 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.

17. To authorise the Promoters to purchase and to authorise and require the Coventry Electric Tramways, Limited, to sell to the Promoters on such terms and conditions as may be agreed on or as failing agreement may be settled by arbitration under and according to the provisions of the Lands Clauses Acts for the settling of cases of disputed compensation the undertaking of the Coventry Electric Tramways, Limited, authorised by the Coventry and District Tramways Acts 1880, 1882, 1883 and 1884, and acquired by the Coventry Electric Tramways, Limited, with all the works, plant, material, equipment, lands, buildings, rights, powers, privileges, and authorities of, or connected with the undertaking of the Coventry Electric Tramways, Limited.

18. To provide for the discharge of the debts and liabilities, the distribution of the assets and the winding-up and dissolution of the Coventry Electric Tramways, Limited, and to provide that on payment by the Promoters of the purchase money in the way and manner prescribed by the Bill the undertaking and all the powers of the Coventry Electric Tramways, Limited, including the power to levy tolls, rates and charges shall be vested in the Promoters free from any obligation as to the application of the purchase money and from any obligation or liability to the creditors of the Coventry Electric Tramways, Limited, or to any other person in relation thereto.

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

20. To enable the promoters to sell or to lease either in perpetuity, or for a limited period, their undertaking and works, or any part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee, all or any of the powers of the Promoters.

21. 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 Locomotives Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, the Electric Lighting Acts,

1882 and 1888, the Coventry and District Tramways Act, 1880, 1882, 1883, and 1884, 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.

22. And notice is hereby further given that plans and sections in duplicate of the proposed tramways and works, and showing the lands which may be taken 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 Warwick, at his office in Leamington, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the parishes in or through 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 be deposited with the parish clerk of each of such parishes at his residence, and as regards any rural parish for which a parish council has been elected with the clerk of such parish council at his residence, or if there be no such clerk with the chairman of such parish council at his residence, and that a copy of so much of such plans, sections, and book of reference as relates to the city of Coventry, with a copy of this Notice published as aforesaid, will on or before the same day be deposited with the Town Clerk of that city at his office.

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

Dated this 19th day of November, 1896.

BROWERTS, Solicitors, Coventry.

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

In Parliament.—Session 1897.

Dearne Valley Railway.

(Incorporation of Company; Construction of Railways; Dock, Wharf, Layby, and Works in the West Riding of the County of York; Compulsory Purchase of Lands, Tolls, &c.; Working Agreements with other Companies and Committees; Payment of Interest out of Capital; Amendment and Repeal of Acts, &c., &c.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "The Company") to make and maintain the railways and works hereinafter mentioned, which will be wholly situate in the West Riding of the county of York, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, tunnels, junctions, stations, staiths, drops, cranes, dock wharves, tips, laybys, approaches, roads, buildings, yards, and other works, machinery, and conveniences connected therewith (that is to say):—

(1) A Railway (No. 1) commencing in the

parish of Felkirk, by a junction with the Hull and Barnsley Railway on its southern side, at or near the point at which Frickley Bridge-lane and Cockshot-lane are or one of them is carried over that railway by a bridge (hereinafter referred to as "Frickley Bridge"), and terminating in the parish of Darfield at a point about 7 chains north-westward from the point at which the boundary between the townships of Great Houghton and Little Houghton crosses Chapel-lane.

(2) A Railway (No. 1A), wholly in the parish of Felkirk, commencing by a junction with the intended Railway (No. 1), at a point about 33 chains westward from its point of commencement as above described, and about 10 chains southward from the mile post on the Hull and Barnsley Railway denoting 51 miles from Hull, and terminating by a junction with the Hull and Barnsley Railway on its northern side at or near Frickley Bridge aforesaid.

(3) A Railway (No. 1B), wholly in the parish of Felkirk, commencing by a junction with the Hull and Barnsley Railway, at a point about 16½ chains westward from the mile post thereon denoting 51 miles from Hull, and terminating by a junction with the intended Railway No. 1, at a point about 19 chains southward from the same mile post.

(4.) A Railway (No. 2) commencing in the parish of Darfield by a junction with the intended Railway No. 1, at its termination aforesaid, and terminating in the parish of Bolton-upon-Dearne, on the west side of Nicholas-lane, at a point about 12 chains south-west from the point at which that lane crosses the Thurnscoe Dike.

(5.) A Railway (No. 2A), wholly in the parish of Darfield, commencing by a junction with the intended Railway No. 2, at its commencement aforesaid, and terminating at a point about 1 chain northward of the Manchester, Sheffield, and Lincolnshire Railway, and about 9 chains eastward from the bridge carrying the Midland Railway over the River Dearne, at the distance of about 20 chains south-eastward from the mile post on that Railway denoting 51 miles from Derby.

(6.) A Railway (No. 2B), wholly in the parish of Darfield, commencing by a junction with the intended Railway No. 2A, at a point about 15 chains south-westward from its commencement aforesaid, and terminating at, or near, the road leading from Little Houghton to Park Farm, at a point about 14 chains northward from the mile post on the Midland Railway denoting 50 miles from Derby.

(7.) A Railway (No. 2c) wholly in the parish of Bolton-on-Dearne, commencing by a junction with the intended Railway (No. 2), at its termination aforesaid, and terminating on the west side of the Swinton and Knottingley Joint Railway, at a point about 6 chains southward from the bridge carrying the Barnsley and Doncaster-road over the lastmentioned railway.

(8.) A Railway (No. 3) wholly in the parish of Bolton-on-Dearne commencing by a junction with the intended Railway (No. 2) at its termination aforesaid and terminating on the north side of the Barnsley and Doncaster-road at a point about 9 chains eastward from the bridge carrying the said

road over the Swinton and Knottingley Joint Railway.

- (9.) A Railway (No. 4) commencing in the parish of Bolton-on-Dearne by a junction with the intended Railway (No. 3) at its termination aforesaid, and terminating in the parish of Mexbrough at a point on Mexbrough Low Pasture about 24 chains southward from the bridge carrying the pasture road over the River Dearne.
- (10.) A Railway (No. 4a) commencing in the parish of Bolton-on-Dearne by a junction with the intended railway No. 4 at its commencement aforesaid and terminating in the parish of Thurnscoe on the east side of the Swinton and Knottingley Joint Railway at a point about 2 chains eastward from the mile-post thereon denoting 3 miles from Wath Junction.
- (11.) A Railway (No. 5) commencing in the parish of Mexbrough by a junction with the intended railway No. 4 at its termination aforesaid and terminating in the parish of Conisborough on the south side of the River Don at a point about 7 chains west of the bridge carrying the Manchester, Sheffield, and Lincolnshire Railway over that river near Conisborough Station.
- Together with a dock in the said parish of Mexbrough, commencing at a point on or near the west bank of the River Dearne, about 12 chains measured in a direct line north-westwardly from the point of confluence of that river with the River Dun, and extending thence in a northerly direction for the distance of about 10 chains, and a widening on both sides, and deepening of the River Dearne in the parish of Mexbrough and the township of Cadeby, and parishes of Cadeby and Sprotbrough, or some or one of them for a distance of about 16 chains, measured along the course of the river from its confluence with the River Dun, and the alteration and conversion into a swing bridge of the existing bridge, in the said parish of Mexbrough and township of Cadeby and parishes aforesaid, or some or one of them, carrying the towing path of the River Don Navigation over the River Dearne at the said point of confluence.
- (12.) A wharfe and laybye on the north bank of the River Don Navigation, in the parish of Mexbrough, extending from a point about 1 chain eastward of the Mexbrough Low Lock on that navigation to a point about 1 chain westward of the bridge carrying the South Yorkshire Junction Railway over that navigation near the Providence Glass Works.
- (13.) A railway (No. 5a) wholly in the parish of Mexbrough commencing by a junction with Railway No. 4 at its termination above described and terminating at the wharf or laybye hereinbefore described.
- (14.) A railway (No. 6) commencing in the parish of Mexbrough by a junction with the intended Railway No. 4 at its termination aforesaid and terminating in the parish of Cantley at a point about 7 chains southward from the Black Carr Junction of the Great Northern Railway with the Great Northern and Great Eastern Joint Railway.
- (15.) A Railway (No. 6a) wholly in the parish of Cantley commencing by a junction with the intended Railway No. 6 at its termination aforesaid, and terminating by a junction with the Great Northern Railway

at a point about 12 chains north-west of the point at which that railway crosses the boundary between the parishes of Cantley and Loversall.

- (16.) A Railway (No. 7) wholly in the parish of Cantley, commencing by a junction with the intended railway (No. 6) at its termination aforesaid, and terminating by a junction with the Great Northern and Great Eastern Joint Railway on its southern side at a point 3 chains or thereabouts eastward from the mile post thereon, denoting 98 miles from March.
- (17.) A Railway (No. 7a) wholly in the parish of Cantley, commencing by a junction with the intended railway (No. 7) at a point about 13 chains south-eastward from the Black Carr Junction aforesaid, and terminating by a junction with the said Great Northern and Great Eastern Joint Railway on its northern side at a point about 3 chains eastward from the mile post thereon, denoting 98 miles from March.
- (18.) A Railway (No. 7b) commencing in the parish of Cantley by a junction with the intended Railway (No. 7) at a point about 23 chains westward from its point of commencement as above described, and terminating in the parish of Loversall, by a junction with the Great Northern Railway at a point about 56 chains measured along the said railway in a south-eastwardly direction from the Black Carr Junction aforesaid.

The said intended railways and works will be made or pass from, in, through, or into the following parishes, townships, and other places, or some of them, that is to say:—Felkirk, Shafton, Brierley, South Hindley, Cudworth, Great Houghton, Darfield, Little Houghton, Billingley, Thurnscoe, Bolton-on-Dearne, Hickleton, Barubrough, Mexbrough, Conisbrough, Cadeby, Sprotbrough, Warmsworth, Edlington, Hexthorpe, Loversall, and Cantley, all in the West Riding of the county of York.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

3. To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, telegraphic and telephonic apparatus within the parishes, townships, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments for the purposes of the intended railways and other works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To authorise the Company, notwithstanding the 92nd Section of the Lands Clauses

Consolidation Act, 1845, to purchase and take by compulsion or agreement any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

6. It is intended by the Bill to take, for or in connection with the purposes of the intended works, certain lands, being or reputed to be common or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, namely:—

Name by which the Lands are known.	Parish or Township in which the Lands are situate.	Quantity within the limits of deviation.	Estimated quantity to be taken.
Mexbrough Low Pastures.	Township and Parish of Mexbrough.	A. R. P. 20 0 0	A. R. P. 5 0 0

7. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and in respect of animals and goods landed or shipped at the intended dock and wharf respectively, and of services performed by the Company thereat, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

8. To empower the Company on the one hand, and the Hull, Barnsley and West Riding Junction Railway and Dock Company, and the Great Eastern, the Great Northern, the Manchester, Sheffield and Lincolnshire, the Midland, and the North Eastern Railway Companies, and the Midland and North Eastern Railway Companies' Committee, and the Great Northern and Great Eastern Joint Committee, or any or either of them, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting parties, or any or either of them, of the proposed railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the contracting parties, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective railways and works of the contracting parties, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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

10. And the Bill will vary or extinguish all rights and privileges inconsistent with, or

which would or might in any way interfere with its objects, and will confer other rights or privileges.

11. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following (that is to say)—25 and 26 Vic., cap. 223, and any other Act or Acts relating to the Great Eastern Railway Company or their undertaking, 9 and 10 Vic., cap. 71, and any other Act or Acts relating to the Great Northern Railway Company or their undertaking, 43 and 44, Vic., cap. 199, and any other Act or Acts relating to

the Hull, Barnsley, and West Riding Junction Railway and Dock Company or their undertaking, 12 and 13 Vic., cap. 81, and any other Act or Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company or their undertaking, 7 and 8 Vic., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking, 17 and 18 Vic., cap. 211, and any other Act or Acts relating to the North-Eastern Railway Company or their undertaking, 37 and 38 Vic., cap. 133, and any other Act or Acts relating to the Midland and North-Eastern Railway Companies Committee, and 42 and 43 Vic., cap. 110, and any other Act or Acts relating to the Great Northern and Great Eastern Joint Committee.

Plans and sections showing the lines, situations, and levels of the works proposed to be authorised by the Bill, and the lands and other property intended to 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, 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 West Riding of the county of York, at his office at Wakefield, in that Riding.

And on or before the same day, copies of so much of the said plans, sections, and books of reference as relate to each parish, or extra-parochial place in, or through which the works proposed to be authorised by the Bill as aforesaid, will be made, or in which any lands or other property intended to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice will be deposited for public inspection in the case of each parish 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 each other parish with the Parish Clerk thereof, at his residence, and in the case of any extra-parochial place

with the Clerk or Chairman of the Parish Council, or the 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 this 19th day of November, 1896.

BEN DAY, 4, Central Bank-chambers, Infirmary-street, Leeds, Solicitor for the Bill.

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

Board of Trade.—Session 1897.

Ramsbottom Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Ramsbottom 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 Ramsbottom, in the county of Lancaster (hereinafter called "the Council"), and whose address is at the Council Offices, 17, Market-place, Ramsbottom, 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 authorise the Council to generate, store, supply, and distribute electricity for public and private purposes, as defined by the Electric Lighting Acts, within the whole of the urban district of Ramsbottom, in the county of Lancaster aforesaid (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 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 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 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 authorise the Council to manufacture, purchase, hire, sell, and let all necessary lamps, accumulators, meters, dynamos, fittings, plant, machinery, apparatus, and other matters or things required for the purpose 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 authorise 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 authorise the Council to break up, pass, or cross over or under all streets and parts of streets carried over and under any railway, canal, or navigable river, and to break up or interfere with the Lancashire and Yorkshire Railway and the River Irwell, and the several streams flowing into or connected with such river, so far as they are situated within the area of supply.

7. To authorise the Council to break up the following streets, roads, footways, thoroughfares, and places not belonging to or not repairable by the Council (that is to say):—

Albert-street, Alra-street, Ajax-street, Arum-street, Athol-street, Back Bridge-street, Back Carr-street, Back Goit-street, Back High-street, Back Peel-street, Back Silver-street, Back Stanley-street, Back Square-street, Back Stubbins-lane, Back Ramsbottom-lane, Back Union-street, Barwood Lee, Buchanan-street, Callender-street, Callender-yard, Caltham-street, Carex-street, Carr Fold, Carr-street, Central-street, Church-street, Cooper-street, Crow-lane, Cross-street, Dundee-lane, Draba-street, Earl-street, Factory-street, Foot o'th Rake, Garden-street (central ward), Garnett-street, Goit-street, Gutter-street, Heys-street, High-street, Iris-street, Irwell-street (central ward), Joy-street, Joel-street, Julia-street, Kate-street, Kay Brow, Kerenhappuch-street, King-street, Kiln-street, Leah-street, Lever-street, Lime-street, Lodge-street (central ward), Low-street, Markland-street, Markland-place, Market-place, Margaret-street, Major-street, Nuttall-lane (central ward), Old Bridge-street (central ward), Old Ground-street, Palatine-street, Paradise-street, Peel-street, Peel Bridge, Peel Brow (central ward), Prince-street, Queen-street, Railway-street (central ward), Rector-street, Return-street, Hook-street, Rozton-road, Rose-hill, Rothwell-street, St. Paul's-place, Scotland-place, Silver-street, Smithy-street, Stanley-street, Strang-street, Square-street, Tanners-street (central ward), Union-street, Verna-street, Vesta-street, Victoria-street, Vincent-street, Wild's-place, Young-street, Ada-street, Adelaide-street, Alba-street, Alfred-street, Annie-street, Ash-street, Baker-street, Barcroft-street, Balm-street, Barnes-street, Beech-street, Bell-street, Bloom-street, Boardmans'-street, Booth Pits, Boothwood Stile, Brook-street, Brook Side, Brown-street, Butler-street, Cannon-street, Cato-

street, Cemetery-road, Charlotte-street, Cliffe-street, Collinge-street, Coulthurst-street, Cross-lane, Daws Bank, Dorastreet, Dorothy-street, Ducie-street, Dukestreet, Douglas-street, East View (west ward), Eccles-street, Edgar-street, Ellis-street (west ward), Elsie-street, Flax-street, Frederick-street, Garden-street (west ward), Gem-street, Geoffrey-street, Glenstreet, Grime-street, Guest-street, Gutterlane, Hale-street, Hall-street (west ward), Hamer-street, Hawkshaw-lane, Hazel-street, Higher Summerseat, Holcombe Old-road, Holcombe Brook-road, Holly-street, Holt-street (west ward), Hope-street, India-street, Isa-street, Ivy-street, John-street, Kibboth Crew, Knowles-place, Lammy-bank, Lees-street, Lilly-street, Lund-street, Manor-street, Mary-street, Melrose-street, Milk-street, Mill-street (west ward), Milton-street, Moor-road, Moorbottom-road, Mount-street, New Smithy, Nora-street, North-view (west ward), Nuttall-lane (west ward), Oak-street, Old Bridge-street (west ward), Ox-street, Park-street, Peel Hall, Peel Hall-road, Percy-street, Pickup-street, Pilkington-street, Plantation-view, Pot Green, Railway-street (west ward), Rake, Rake Fold, Reddisher-lane, Regent-street, Robin-road, Rock-street (west ward), Ruby-street, School-street, Shilton-street, Smith-street, Spencor-street, Starling-street, Swan-street, Summerseat-lane, Sun-street, Tape-street, Taper-street, Thorn-street, Thorp-street, Tibb-street, Tanner's-street (west ward), Top Wood, Vale-street, Venus-street, Vine-street, Water-street, Water Side, West-street, Well-street (west ward), Winifred-street, Woodhey-road, Woodstreet, Zima-street, Agur-street, Alderbottom-road, Barnett-place, Bond-street, Boundary-street (north ward), Chatterton-road, Church-lane, Crow Woods, Dale-street, Dearden Clough, East View (north ward), East-street, Edenwood, Eden-street, Edward-street, Elizabeth-street, Elm-street, Ernest-street, Esk-street, Eva-street, Exchange-street, Fern-street (north ward), Gilbert-street, Green-street, Grove-street, Hardsongh-road, Hero-street, Industrial-street (north ward), Kay-street (north ward), Louis-street, Lumb-street, Mint-street, North View (north ward), North-street, Ox Hey, The Park, Peer-street, Plunge-road, Plunge, Primrose-street, Robert-street, Ruth-street, Sarah-street, South-terrace, Stone Pits, Strongstry-road, Stubbins-street, Stubbins Fold, Stubbins-terrace, Stubbins-vale, Violet-street, Well-street (north ward), West View, William-street, Yew-street, Anthony's, Bamford-road, Bank-street, Boundary-street (east ward), Box-street, Brown Bent, Bury New-road, Bye-road, Castle-street, Church-road, Crag-lane, Derby-street, Edith-street, Eliza-street, Ellis-street (east ward), Etna-street, Every-street, Fern-street (east ward), Fir-street, Foster-street, George-street, Gollinrod, Hall-street (east ward), Harrison-street, Hardy-street, Heap-street, Henry-street, Higher Fold-lane, Higher Fold, Hill-street, Holt-street (east ward), Industrial-street (east ward), Irwell-street (east ward), James-street, Jessie-street, Kay-street (east ward), Kent-street, Kenyon-street, Laura-street, Law-

street, Leaches-road, Leonard-street, Little-street, Lodge-street (east ward), Love-lane, Lower-road, Loynd-street, Lucy-street, Manchester-road, Meadow-street, Mill Hey, Mill-street (east ward), Miller-street, Millet-street, Mina-street, Minnie-street, Moore-street, Moss-street, Nell Carrs, Nero-street, Nuttall Hall-road, Old Enginlane, Old Engine, Olive-street, Ore-street, Patmos-street, Peel Brow (east ward), Penelope-street, Pine-street, Pinfold-street, Quarry-street, Richard-street, River-street, Rock-street (east ward), Rose-street, Rowlands-road, Rowlands, Rye-street, Short-street, Sion-street, South-street, Spring-street, Stead-street, Store-street, Thomas-street, Turn-road, Ward-street, Wallis-street, Whalley-road, Whitelow, Willow-street.

8. The names of the streets and public places in which it is proposed that electric lines shall be laid down within a period to be specified in the Order, are as follows:—

Bolton-road North (from Rose Bank to Stubbins railway station), Stubbins-lane, Ramsbottom-lane, Market-place, Bolton-street, Bolton-road West (from its junction with Bolton-street to Cemetery-road), Bury New-road (from Park Cottage to Patmos Chapel), Peel Brow (from Patmos Chapel to the River Irwell), Peel Bridge, Bridge-street, and Carr-street (from its junction with Bridge-street to Rose and Crown Inn at Carr).

9. 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.

10. 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.

11. To prescribe and limit the price to be charged for electricity.

12. To authorise 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.

13. 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.

14. 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.

15. 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 offices 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 offices of the Clerk of the Peace for the county of Lancaster, at his office at Preston, and at the Council offices, 17, Market-place, Ramsbottom.

And notice is hereby further given, that every local or other 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, 1897, and a copy of such objection must also be forwarded to the under-mentioned Solicitors or Parliamentary Agents.

Dated this 12th day of November, 1896.

BUTCHER and BARLOW, Solicitors,
17, Market-place, Ramsbottom, and
4, Bank-street, Bury.

BAKER, LEES, and POSTLETHWAITE,
22, Great George-street, Westminster,
S.W., Parliamentary Agents.

In Parliament.—Session 1897.

Worcestershire County Council.

(Retransfer to the Justices of the Peace of the County of Worcestershire, or the Worcestershire County Council, or one of them, such jurisdiction in the Parish of Yardley for Police and other purposes as was transferred to the Justices of the Peace of the County of Warwick by means of Orders of the Justices of the said respective Counties, dated the 29th day of June, 1857; to vest in the Worcestershire County Council, or the Standing Joint Committee of Quarter Sessions and the Worcester County Council, the Control of the Police in the said Parish; Retransfer of the said Parish to the County of Worcester for all purposes; Transfer to the Worcestershire County Council of Police and other County Buildings in the said Parish; to provide for taking over of the Warwickshire Police, stationed in the said Parish by the Worcestershire County Council or Standing Joint Committee of Quarter Sessions, and the Worcestershire County Council Superannuation of Police, Compensation of Officials, Adjustment of Financial Arrangements between Counties of Worcester and Warwick; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session by the Worcestershire County Council, for an

Act for the following purposes, or some of them (that is to say):—

To retransfer to the Justices of the Peace for the county of Worcester, or the Worcestershire County Council, or one of them, such jurisdiction in the parish of Yardley, for the purposes of the several Acts relating to County and District Constables, and for all other purposes as was transferred to the Justices of the Peace of the county of Warwick, by the Justices of the Peace of the county of Worcester, by means of an Order made by the said Justices of the Peace of the county of Worcester, in the Court of Quarter Sessions for the county of Worcester, held on the 29th day of June, 1857, and accepted and taken over by the Justices of the Peace of the county of Warwick, by an Order made at the Court of Quarter Sessions for the county of Warwick, held on the 29th day of June, 1857.

To vest in and attach to the Worcestershire County Council and the Standing Joint Committee of Quarter Sessions, and the Worcestershire County Council, or one of them, the control and management of the police in, and for the said parish of Yardley, from the body or bodies, person or persons, in whom the same is now vested by means of the said Orders of the 29th June, 1857, or by any Act of Parliament, or by any other means whatsoever.

To retransfer the said parish of Yardley to the county of Worcester, for Petty Sessional and Magisterial (including licensing) purposes, and for all purposes under the Diseases of Animals Act, 1894, and for all other purposes whatsoever.

To transfer to the Worcestershire County Council all or any of the police stations or other buildings, or any other property of the Warwickshire County Council vested in them for the purposes of police, or any other county purpose, in the said parish of Yardley.

To give the Worcestershire and Warwickshire County Councils power to enter into an agreement or agreements, or otherwise provide for taking over the members of the Warwickshire police, now stationed in the parish of Yardley, by the Worcestershire County Council, and the Standing Joint Committee of Quarter Sessions, and the Worcestershire County Council, or one of them, and as to the superannuation of such police, and for compensation of existing county officials of the county of Warwick, who shall by virtue of such Act suffer any direct pecuniary loss.

To provide for the adjustment of any financial relations between the counties of Worcester and Warwick, which may become necessary by reason of such Act, by agreement or arbitration.

To amend, if, and so far as may be necessary for the purposes aforesaid, some of the provisions of the following Acts of Parliament (that is to say), the Police Acts, 1839 to 1893, and 2 and 3 Vict., cap. 93, 21 and 22 Vict., cap. 68, and 51 and 52 Vict., cap. 41, and any other public or local Acts of Parliament.

To provide for the costs, charges, and expenses of and incidental to the passing of the Act.

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

Dated this 19th day of November, 1896.

S. THORNELY, Clerk of the Worcestershire County Council, County Hall, Worcester.

BROWN, RINGROSE and LIGHTBODY, 23, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Bristol Tramways.

(Construction of new Tramways in and about Bristol; Purchase of Lands by Compulsion or Agreement; Lands for Generating Stations; Use of Electrical Power on proposed Tramways and existing and authorised Tramways and adaptation of existing Tramways for that purpose; Tolls, Rates, and Charges; Agreements with Local and Road Authorities; Bye-Laws and Regulations; Road Widening; 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, by the Bristol Tramways and Carriage Company, Limited (hereinafter referred to as "the Company"), for an Act for all or some of the following purposes (that is to say):—

To authorise the Company to make, alter, reconstruct, work, use, and maintain 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 animal or electrical power (that is to say):—

Tramway No. 1, wholly situate in the parish of Stapleton, commencing in Stapleton-road by a junction with the Company's existing tramway, at a point 0·92 chain or thereabouts north-eastward from the intersection of the centre lines of Robertson-road and Stapleton-road, passing thence into and along Fishponds-road, and terminating therein at a point 1·20 chains or thereabouts south-westward from the intersection of the centre lines of Boswell-street and Fishponds-road.

Tramway No. 2, wholly situate in the parish of Stapleton, commencing in Fishponds-road by a junction with the termination of Tramway No. 1, passing thence along Fishponds-road and terminating therein at a point 2·27 chains or thereabouts north-eastward from the intersection of the centre lines of Station-road and Fishponds-road.

Tramway No. 3, commencing in the parish of Stapleton in Fishponds-road by a junction with the termination of Tramway No. 2, passing thence in a north-easterly direction along Fishponds-road, and easterly along The Straits, Staple Hill-road, Broad-street, and Mangotsfield-road, and terminating in the last-named road in the parish of Mangotsfield at a point 0·70 chain or thereabouts eastward from the intersection of the centre lines of Staple Park-road and Broad-street.

Tramway No. 4, wholly situate in the parish of Stapleton, commencing by a junction with the Company's existing tramway in Stapleton-road, at a point 0·37 chain or thereabouts eastward from the intersection of the centre lines of Reading-street and Stapleton-road, and terminating in the last-named road 6·25 chains or thereabouts northward from its commencement.

Tramway No. 5, wholly situate in the parish of Saint George, commencing by a junction with the Company's existing tramway in Bell Hill-road, at or near the intersection of the centre lines of Marling-road and Bell Hill-road, and terminating in the last-named road by a junction with the

Company's existing tramway at a point 2·90 chains or thereabouts eastward from its commencement.

Tramway No. 6, wholly situate in the parish of Bedminster, in the county of Somerset, commencing in Bath-road by a junction with Tramway No. 4, authorised by the Bristol Tramways (Extension) Order, 1891, at a point 3·30 chains or thereabouts westward from a point in the said road opposite the centre of the entrance gateway to Arno's Vale Cemetery, and terminating in the said road at a point 2·30 chains or thereabouts eastward from its commencement.

Tramway No. 7, wholly situate in the parish of Bedminster, in the county of Somerset, commencing in Bath-road at a point 5·05 chains or thereabouts westward from a point in the roadway opposite the centre of the entrance gates to Arno's Vale Cemetery, and terminating in Bath-road by a junction with the southern line of Tramway No. 6 at a point 2·30 chains or thereabouts eastward from its commencement.

Tramway No. 8, commencing in the parish of Bedminster, in the county of Somerset, in Bath-road by a junction with Tramway No. 6 at its termination, viz., at a point 1·00 chain or thereabouts westward from a point in the roadway opposite the centre of the entrance gates to Arno's Vale Cemetery, passing thence in an easterly and south-easterly direction along Bath-road, and terminating therein in the parish of Brislington, at a point 3·42 chains or thereabouts south-easterly from a point in Bath-road opposite, or nearly opposite, the south-east corner of the King's Arms public house.

Tramway No. 9, commencing in the parish of South Bristol by a junction with the Company's existing tramway in Bath-road, and with the commencement of Tramway No. 4 authorised by the Bristol Tramways (Extension) Order, 1891, at a point 2·60 chains or thereabouts, measured in a northerly direction from the termination of the existing tramway, passing thence in a southerly and south-easterly direction along Bath-road, and into and along Wells-road, and terminating therein in Knowle, in the parish of Bedminster, in the county of Somerset, at a point 2·10 chains or thereabouts southward from a point in the roadway opposite, or nearly opposite, the entrance of the Red Lion public house.

Tramway No. 10, wholly situate in the parish of Central Bristol, commencing in Redcliff-street by a junction with the Company's existing tramway at a point 1·02 chains northward from the intersection of the centre lines of Thomas-lane and Redcliff-street, and terminating in the last-named street by a junction with the Company's existing tramway at a point 2·30 chains or thereabouts southward from the commencement of the tramway.

Tramway No. 11, wholly situate in the parish of Central Bristol, commencing by a junction with the Company's existing tramway in Redcliff-street at a point 0·10 chain or thereabouts southward from the intersection of the centre lines of Ferry-street and Redcliff-street, and terminating in the last-named street by a junction with the Company's existing tramway at a point 1·96

chains or thereabouts southward from the commencement of the tramway.

Tramway No. 12, commencing in the parish of South Bristol, in Ashton-road, by a junction with the Company's existing tramway at a point 2·36 chains or thereabouts north-eastward from the intersection of the centre lines of Lower Baynton-buildings and Ashton-road, passing thence in a south-westerly direction along Ashton-road, and terminating therein in the parish of Long Ashton, in the county of Somerset, at a point 1·90 chains or thereabouts westward from a point in the said roadway opposite, or nearly opposite, the south-eastern corner of the Star Inn.

Tramway No. 13, wholly situate in the parish of Central Bristol, commencing on the northern side of the triangular space on Saint Augustine Bridge, known as the Tramways Centre, by a junction with the Company's existing tramway at a point 0·30 chain or thereabouts eastward from the eastward corner of the said triangular space, passing thence into and along the roadway on the eastern side of Colston-avenue, Stone Bridge, and Rupert-street, and terminating in Rupert-street by a junction with the Company's existing tramway at a point 0·30 chain or thereabouts northward from a point in the roadway opposite, or nearly opposite, the south-eastern corner of Rupert-street.

Tramway No. 14, wholly situate in the parish of Central Bristol, commencing by a junction with the Company's existing tramway in Rupert-street, at a point 1·20 chains or thereabouts northward from the intersection of the centre lines of Christmas-street and Rupert-street, passing thence in a northerly and easterly direction along Rupert-street, and terminating therein by a junction with the Company's existing tramway at a point 1·60 chains or thereabouts eastward from the intersection of the centre lines of St. John's Bridge and Rupert-street.

Tramway No. 15, wholly situate in the parish of Central Bristol, commencing in Rupert-street by a junction with the Company's existing tramway at a point 2·08 chains or thereabouts south-westward from the intersection of the centre lines of Bridewell-street and Rupert-street, and terminating in the last-named street by a junction with the Company's existing tramway at a point 0·75 chain or thereabouts north-eastward from the intersection of the centre lines of Bridewell-street and Rupert Street.

Tramway No. 16, wholly situate in the parish of Central Bristol, commencing by a junction with the Company's existing tramway in Lower Maudlin-street, at a point 0·32 chain or thereabouts north-westerly from the intersection of the centre lines of Harford-street and Lower Maudlin-street, and terminating in the last-named street by a junction with the Company's existing tramway at a point 0·49 chain or thereabouts, south-eastward from a point in the said roadway opposite, or nearly opposite the south-western corner of the Royal Infirmary.

Tramway No. 17, wholly situate in the parish of Central Bristol, commencing in Bond-street by a junction with the Company's existing tramway, at a point 1·84 chains

or thereabouts, south-westward from the intersection of the centre lines of Saint James'-parade and Bond-street, and terminating in the last named street, at a point 3·79 chains or thereabouts north-eastward from the commencement of the tramway.

Tramway No. 18, wholly situate in the parish of Central Bristol, commencing in Stoke's Croft, by a junction with the Company's existing tramway at a point 0·52 chain or thereabouts northward from the intersection of the centre lines of King's Square-avenue and Stokes Croft, and terminating in the last named street or road by a junction with the Company's existing tramway at a point 0·41 chain or thereabouts, southward from the intersection of the centre lines of Hillgrove-street and Stokes Croft.

Tramway No. 19, wholly situate in the parish of Central Bristol, commencing in Stokes Croft by a junction with the Company's existing tramway, at or near the intersection of the centre lines of Thomas-street and Stokes Croft, and terminating in the last-named street or road by a junction with the Company's existing tramway at a point 0·43 chain or thereabouts southward from the intersection of the centre lines of Nine Tree-hill and Stokes Croft.

Tramway No. 20, wholly situate in the parish of North Bristol, commencing by a junction with the Company's existing tramway in Stokes Croft and Cheltenham-road, or one of them, at a point 0·47 chain or thereabouts southward from the intersection of the centre lines of Ashley-road and Cheltenham-road, and terminating in the last-named road at a point 3·69 chains or thereabouts northward from its commencement.

Tramway No. 21, wholly situate in the parish of North Bristol, commencing by a junction with the Company's existing tramway in Cheltenham-road, at a point 7·67 chains or thereabouts southward from the intersection of the centre lines of Brookfield-road and Cheltenham-road, and terminating in the last-named road at a point 3·02 chains or thereabouts northward from its commencement.

Tramway No. 22, wholly situate in the parish of North Bristol, commencing by a junction with the Company's existing tramway in Cheltenham-road, at a point 4·09 chains or thereabouts southward from the intersection of the centre lines of Brookfield-road and Cheltenham-road, and terminating in the last-named road at a point 2·95 chains or thereabouts northward from its commencement.

Tramway No. 23, wholly situate in the parish of Horfield, in the county of Gloucester, commencing in Gloucester-road by a junction with the Company's existing tramway at a point 1·27 chains southward from the intersection of the centre lines of Church-road and Gloucester-road, and terminating in the last-named road opposite, or nearly opposite, the south-west corner of Horfield Barracks.

Tramway No. 24, wholly situate in the parish of Central Bristol, commencing in Colston-street by a junction with the Company's existing tramway, at a point 1·20 chains southward from the intersection of the centre lines of Host-street and Colston-street, and terminating in Colston-street

- by a junction with the Company's existing tramway, at a point 0·36 chain or thereabouts northward from the intersection of the centre lines of Trenchard-street and Colston-street.
- Tramway No. 25, wholly situate in the parish of Central Bristol, commencing in Colston-street by a junction with the Company's existing tramway, at a point 0·36 chain or thereabouts northward from a point in Colston-street, opposite or nearly opposite the south-eastern corner of Lower Park-row, and terminating in Colston-street, at a point 3·16 chains or thereabouts northward from its commencement.
- Tramway No. 26, wholly situate in the parish of Central Bristol, commencing in Colston-street by a junction with the Company's existing tramway, at a point 1·25 chains or thereabouts northward from the intersection of the centre lines of Trenchard-street and Colston-street, passing thence into and along Lower Park-row and Park-row, and terminating in Park-row by a junction with the Company's existing tramway, at a point 0·45 chain or thereabouts westward from the intersection of the centre lines of Lodge-street and Park-row.
- Tramway No. 27, commencing in the parish of North Bristol in Cheltenham-road by a junction with the Company's existing tramway at a point 0·95 chain or thereabouts southward from the intersection of the centre lines of Bath-buildings and Cheltenham-road, passing thence in a north-westerly direction into and along Arley-hill and Redland-road, and terminating in the last-named road at a point 0·56 chain or thereabouts south-eastward from the intersection of the centre lines of Manor Park-road and Redland-road.
- Tramway No. 28, wholly situate in the parish of North Bristol, commencing in Redland-road by a junction with Tramway No. 27 at a point 0·80 chain or thereabouts south-eastward from the intersection of the centre lines of South-road and Redland-road, passing thence in a south-westerly direction into and along South-road, north-westerly into and along Redland-grove and Redland-road, and terminating in the last-named road 1·00 chain or thereabouts north-westward from the intersection of the centre lines of Clarendon-road and Redland-road.
- Tramway No. 29, wholly situate in the parish of North Bristol, commencing by a junction with the termination of Tramway No. 27 in Redland-road, passing thence in a westerly direction into and along Redland-hill, and terminating therein at a point 1·40 chains or thereabouts eastward from the intersection of the centre lines of Westbury-road and Redland-hill.
- Tramway No. 30, wholly situate in the parish of North Bristol, commencing by a junction with the Company's existing tramway in Queen's-road, at a point 1·96 chains or thereabouts south-eastward from a point in that road opposite or nearly opposite the south-western corner of the Queen's Hotel, passing thence in a westerly direction along Queen's-road, and terminating therein at a point 0·60 chain or thereabouts westward from a point in Queen's-road opposite or nearly opposite the south-western corner of Saint Paul's-road.
- Tramway No. 31, wholly situate in the parish of North Bristol, commencing in Queen's-
- road by a junction with the termination of Tramway No. 30, passing thence in a south-westerly direction along Queen's-road, north-westerly into and along Victoria-square and Lansdown-road, westerly into and along Manilla-road and the roadway bounding Clifton Down on its southern side, and terminating in the roadway opposite the northern side of the Clifton Down Hotel at a point 1·36 chains or thereabouts westward from the north-western corner thereof.
- Tramway No. 32, wholly situate in the parish of North Bristol, commencing in Queen's-road by a junction with Tramway No. 30 at a point 0·60 chain or thereabouts westward from a point in that road opposite, or nearly opposite, the south-western corner of Saint Paul's-road, passing thence in a north-westerly direction into and along Pembroke-road, and terminating therein at a point 1·57 chains or thereabouts north-westward from the intersection of the centre lines of Downfield-road and Pembroke-road.
- Tramway No. 33, wholly situate in the parish of North Bristol, commencing in Pembroke-road by a junction with Tramway No. 32 at its termination, passing thence in a northerly direction into and along Upper Belgrave-road, and terminating therein by a junction with the western line of Tramway No. 35 at its termination.
- Tramway No. 34, wholly situate in the parish of North Bristol, commencing in Pembroke-road by a junction with the termination of Tramway No. 32, and the commencement of Tramway No. 33, passing thence in a westerly direction into and along Pembroke-road and the roadway bounding Durdham Down on its southern side, and terminating therein by a junction with the southern line of Tramway No. 36 at a point 1·61 chains or thereabouts north-eastward from a point in that roadway opposite, or nearly opposite, the north-eastern corner of the Avenue.
- Tramway No. 35, wholly situate in the parish of North Bristol, commencing in Redland-hill by a junction with the termination of Tramway No. 29, passing thence in a southerly and south-westerly direction into and along Upper Belgrave-road, and terminating therein at a point 2·76 chains or thereabouts northward from the intersection of the centre lines of Downside-road and Upper Belgrave-road.
- Tramway No. 36, wholly situate in the parish of North Bristol, commencing in Upper Belgrave-road by a junction with the termination of Tramway No. 35, passing thence in a south-westerly direction into and along the roadway bounding Durdham Down on its southern side, and terminating therein at a point 1·33 chains or thereabouts north-easterly from the intersection of the centre lines of College-road, with the roadway bounding Durdham Down on its southern side.
- Tramway No. 37, wholly situate in the parish of North Bristol, commencing by a junction with the termination of Tramway No. 36, passing thence into and along Bridge Valley-road or Hotwell-road, and Hotwell-road, and terminating in the last-named road by a junction with the Company's existing tramway in Hotwell-road, at a point 0·70 chain or thereabouts northward from

a point in the last-named road, opposite, or nearly opposite, the centre of the entrance to Hotwells Station.

Tramway No. 38, wholly situate in the parish of North Bristol, commencing by a junction with the Company's existing tramway in Hotwell-road at a point 1.95 chains or thereabouts westward from the intersection of the centre lines of Black Horse-lane and Hotwell-road, and terminating in the last-named road, by a junction with the Company's existing tramway, at a point 2.20 chains or thereabouts westward from its commencement.

Tramway No. 39, wholly situate in the parish of North Bristol, commencing in White-ladies-road by a junction with the Company's existing tramway at a point 2.45 chains or thereabouts south-eastward from the intersection of the centre lines of Apsley-road and Whiteladies-road, passing thence in a north-westerly direction into and along Blackboy-hill and Stoke-road, and terminating in the last-named road at a point 1.25 chains or thereabouts north-westward from the intersection of the centre lines of Upper Belgrave-road and Stoke-road.

Tramway No. 40, wholly situate in the parish of North Bristol, commencing in Stoke-road by a junction with Tramway No. 39, at a point 1.25 chains or thereabouts south-eastward from the intersection of the centre lines of Stoke-road and Upper Belgrave-road, and terminating in the last-named road at a point 2.75 chains or thereabouts south-westward from the intersection of the centre lines of High-street and Upper Belgrave-road.

Tramway No. 41, wholly situate in the parish of North Bristol, commencing in Hotwell-road by a junction with the Company's existing tramway at a point 0.25 chain or thereabouts southward from a point in the roadway opposite, or nearly opposite, the centre of the entrance to Hotwells Station, passing thence in a southerly direction, and terminating in Hotwell-road at a point 0.52 chain or thereabouts northward from a point in that road opposite, or nearly opposite, the centre of the entrance of the Clifton Rocks Railway.

Tramway No. 42, wholly situate in the parish of North Bristol, commencing in Blackboy Hill by a junction with Tramway No. 39 at a point opposite or nearly opposite the centre of the entrance to the King's Arms public house, passing thence in a northerly direction into and along Westbury-road and easterly into Redland-hill, and terminating therein by a junction with the termination of Tramway No. 29 and the commencement of Tramway No. 35.

The tramways as above described will, or may in some instances, be laid in substitution for the existing tramways or portions thereof, situate in the same streets respectively.

It is not intended to construct Tramways Nos. 18 or 19 until the proposed widenings respectively hereinafter mentioned in Stokes Croft are effected.

The intended tramways will be situate in the following parishes, or some of them (that is to say) :—

Central Bristol, North Bristol, and South Bristol, all in the city and county of Bristol; Horfield, Stapleton, Saint George, and Mangotsfield, all in the county of Gloucester, and Brislington, Bedminster, and Long Ashton, all in the county of Somerset.

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

Tramway No. 1, in Fishponds-road, on the southern side thereof, from a point 0.75 chain from the commencement of the tramway to its termination, and on the northern side of the road between points respectively 4.65 chains and 6.90 chains from the commencement of the tramway.

Tramway No. 2, in Fishponds-road, on the southern side thereof, from the commencement of the tramway, to a point 0.50 chain eastward from the intersection of the centre lines of Heath-street and Fishponds-road.

In Fishponds-road, on the northern side thereof, between points respectively 0.65 chain north-eastward from the intersection of the centre lines of Freeland Buildings and Fishponds-road, and a point 0.90 chain south-eastward from the intersection of the centre lines of Gloucester-avenue and Fishponds-road, and on the southern side of Fishponds-road between points respectively 0.65 chain north-eastward from the intersection of the centre lines of Freeland Buildings and Fishponds-road, and a point 0.20 chain westward from the intersection of the centre lines of Gloucester-street and Fishponds-road.

In Fishponds-road, on both sides thereof, between points respectively 1.60 chains and 4.30 chains eastward from the intersection of the centre lines of Cemetery-lane and Fishponds-road.

In Fishponds-road, on both sides thereof, between points respectively 11.60 chains westward and 0.40 chain eastward from the intersection of the centre lines of Lodge Causeway and Fishponds-road.

In Fishponds-road, on both sides thereof, between points respectively 0.20 chain and 5.90 chains eastward from the intersection of the centre lines of Alexandra Park and Fishponds-road.

In Fishponds-road, on the northern side thereof, from a point 0.20 chain eastward from the intersection of the centre lines of Hockey's-lane and Fishponds-road, and a point 0.30 chain north-eastward from the intersection of the centre lines of Station-road and Fishponds-road, and in Fishponds-road, on the southern side thereof, from a point 0.20 chain eastward from the intersection of the centre lines of Hockey's-lane and Fishponds-road, and a point 0.75 chain south-westward from the intersection of the centre lines of Station-road and Fishponds-road.

In Fishponds-road, on both sides thereof, for a length of 1.00 chain at the termination of the tramway.

Tramway No. 3, in Fishponds-road on both sides thereof, for a length of 3.90 chains at its commencement.

In Fishponds-road, on both sides thereof, between points respectively 4.40 chains and 5.80 chains from the commencement of the tramway.

In the Straits, on both sides thereof, be-

tween points respectively 1.10 chains westward and 7.15 chains eastward from the intersection of the centre lines of Oldbury Court-road and the Straits.

In Staple Hill-road, on both sides thereof, between points respectively 0.15 chain and 3.50 chains eastward from the intersection of the centre lines of Lawn-road and Staple Hill-road.

In Staple Hill-road, on both sides thereof, between a point 11.45 chains eastward from the intersection of the centre lines of Lawn-road and Staple Hill-road and a point 5.25 chains eastward from the intersection of the centre lines of Upper Station-road and Staple Hill-road.

In Broad-street, on both sides thereof, from a point 0.15 chain eastward from the intersection of the centre lines of Bath-street and Broad-street, and a point 1.80 chains or thereabouts westward from the termination of the tramway.

Tramway No. 4, in Stapleton-road, on both sides thereof, between points respectively 2.40 chains and 5.12 chains from the commencement of the tramway, and at the termination of the tramway for a length of 0.55 chain.

Tramway No. 5, in Bell Hill-road, on the northern side thereof, from the commencement of the tramway to a point 0.70 chain westward from its termination.

In Bell Hill-road, on the southern side thereof, from point 0.90 chain eastward from the commencement to a point 0.70 chain westward from the termination of the tramway.

Tramway No. 6, in Bath-road, on both sides thereof, for a length of 1.10 chains at the commencement of the tramway.

Tramway No. 7, in Bath-road, on the southern side thereof, for the whole length of the tramway.

Tramway No. 8, in Bath-road, on both sides thereof, between points respectively 2.80 chains eastward from a point in the roadway, opposite the centre of the entrance gates to Arno's Vale Cemetery, and a point 2.00 chains north-westward from the intersection of the centre lines of Sandy-lane and Bath-road.

In Bath-road, on both sides thereof, between points respectively 1.25 chains and 5.25 chains eastward from the intersection of the centre lines of Knowle-lane and Bath-road.

In Bath-road, on both sides thereof, between points respectively 6.50 chains and 7.75 chains eastward from the intersection of the centre lines of Knowle-lane and Bath-road.

Tramway No. 9, in Wells-road, on both sides thereof, from a point 1.70 chains northward from the intersection of the centre lines of Bellevue-road and Wells-road, and a point 1.10 chains southward from the intersection of the centre lines of Anjers-road and Wells-road.

In Wells-road, on both sides thereof, from a point 0.60 chain south-eastward from the intersection of the centre lines of County-street and Wells-road, and a point 1.20 chains south-eastward from the intersection of the centre lines of Crowndale-road and Wells-road.

In Wells-road, on both sides thereof, from the intersection of the centre lines of Clyde-road and Wells road, to a point 4.10 chains

north-westward from the intersection of the centre lines of Redcatch-lane and Wells-road.

In Wells-road, on both sides thereof, from a point 1.95 chains south-eastward from the intersection of the centre lines of Redcatch-lane and Wells-road, to a point 4.70 chains south-eastward from the intersection of the centre lines of Priory-road and Wells-road.

In Wells-road, on both sides thereof, between points respectively 8.50 chains and 1.30 chains north-westward from the termination of the tramway.

Tramway No. 10, in Redcliff-street, on both sides thereof, for the whole length of the tramway, except for a length of 0.50 chain at its termination.

Tramway No. 11, in Redcliff-street, on both sides thereof, for the whole length of the tramway, except for a length of 0.40 chain at its termination.

Tramway No. 12, in Ashton-road, on both sides thereof, from a point 1.00 chain south-westward from the intersection of the centre lines of Lower Baynton-buildings and Ashton-road and a point 0.50 chain north-eastward from the intersection of the centre lines of Bath-street and Ashton-road.

In Ashton-road, on both sides thereof, from a point 1.15 chains or thereabouts south-westward from the intersection of the centre lines of Bath-street and Ashton-road and a point 2.10 chains north-eastward from the termination of the tramway.

Tramway No. 14, in Rupert-street, on both sides thereof, for a length of 0.95 chain at the commencement of the tramway, and for a length of 1.30 chains at its termination.

Tramway No. 16, in Lower Maudlin-street, on both sides thereof, from the commencement of the tramway to a point 0.68 chain south-easterly from its termination.

Tramway No. 17, in Bond-street, on both sides thereof, from a point 0.34 chain south-westward from the intersection of the centre lines of Saint James-parade and Bond-street and the termination of the tramway.

Tramway No. 20, in Cheltenham-road, on both sides thereof, for the whole length of the tramway except for a length of 1.10 chains at its commencement.

Tramway No. 21, in Cheltenham-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 22, in Cheltenham-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 23, in Gloucester-road, on both sides thereof, for the whole length of the tramway.

Tramway No. 24, in Colston-street, on both sides thereof, for the whole length of the tramway except for a length of 0.36 chain at its commencement.

Tramway No. 25, in Colston-street, on the western side thereof, from a point 1.04 chains northward from the commencement of the tramway to its termination.

Tramway No. 26, in Lower Park-row on both sides thereof between points respectively 1.50 chains and 5.85 chains north-eastward from the intersection of the centre lines of Lodge-street and Park-row.

Tramway No. 27, in Arley-hill, on both sides thereof, from a point 1.30 chains northward

from the intersection of the centre lines of Bath-buildings and Cheltenham-road to a point 0.50 chains south-eastward from the intersection of the centre lines of Cotham-brow and Arley-hill.

In Redland-road on both sides thereof from a point 1.25 chains north-westward from the intersection of the centre lines of Cotham Brow and Redland-road to a point 0.50 chain south-eastward from the intersection of the centre lines of South-road and Redland-road.

In Redland-road, on both sides thereof, from a point 0.25 chain westward from the intersection of the centre lines of Fernbank-road and Redland-road to a point 1.90 chains south-eastward from the intersection of the centre lines of Chapel Green-road and Redland-road.

Tramway No 28, in Redland-road and South-road, on both sides thereof, from the commencement of the tramway to a point 4.00 chains south-westward from the intersection of the centre lines of Zetland-road and Redland-road.

Tramway No. 29, in Redland-hill, on both sides thereof, from a point 2.00 chains from the commencement of the tramway to a point, 0.40 chain north-eastward from the intersection of the centre lines of Grove-road and Redland-hill.

In Redland-hill, on both sides thereof, from a point 1.40 chains south-westward from the intersection of the centre lines of Grove-road and Redland-hill to the termination of the tramway.

Tramway No. 31, in Lansdown-road, on both sides thereof, between points respectively 0.16 chain and 6.80 chains south-eastward from the intersection of the centre lines of Manilla-road and Lansdown-road.

In Manilla-road, on the northern side thereof, for the whole length of the road.

Tramway No. 32, in Pembroke-road, on both sides thereof, between points respectively 0.36 chain and 2.40 chains north-westward from the intersection of the centre lines of Hanbury-road and Pembroke-road.

Tramway No. 37, in Bridge Valley-road, otherwise Hotwell-road, on both sides thereof, between the north-western corner of Clifton-road and a point 1 furlong 7.00 chains from the termination of the tramway.

In Bridge Valley-road, otherwise Hotwell-road, on both sides thereof, between points respectively 9.00 chains and 6.61 chains from the termination of the tramway.

Tramway No. 38, in Hotwell-road, on both sides thereof, for the whole length of the tramway, except for a length of 0.30 chain at its commencement.

Tramway No. 41, in Hotwell-road, on both sides thereof, for a length of 3.00 chains at the termination of the tramway.

Tramway No. 42, in Westbury-road, on both sides thereof, between points respectively 1.94 chains and 7.00 chains northward from the commencement of the tramway.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on any of the tramways, carriages, or trucks adapted for use upon 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, water pipes, gas pipes, and electric telegraphic and telephonic posts, tubes, 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 Company's existing, authorised, or 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 their undertaking, to purchase or acquire, by compulsion or agreement, and to hold, sell, lease, or dispose of lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect offices, buildings, engine-houses, stables, and other conveniences, on any such lands or property, and, in particular, to acquire by compulsion or agreement, and notwithstanding anything contained in the Bristol Tramways Order, 1896, to hold and use, for the purposes of constructing a station or stations for generating electric power, or other the purposes of their undertaking, 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 (that is to say) :—

(1) Certain lands and warehouses, formerly known as the Counterslip Sugar Refinery, situate in the parish of Central Bristol, in the said city and county of Bristol, and bounded on or towards the north and east by the Floating Harbour, and on or towards the south partly by Counterslip, otherwise East Tucker-street, and partly by Philip-street.

(2) Certain lands and premises, now used or occupied by the Company as stables and depôts, situate in Host-street, Broadmead, and Old Market-street respectively, all in the said city and county of Bristol, and at Eastville and Horfield, both in the said county of Gloucester.

To empower the Company to reconstruct the existing tramways of the Company, or any part thereof, and to make such alterations therein 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 electrical power.

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 and conveniences in addition to, or in substitution for, those particularly specified in this Notice, or, for the time being, belonging to the Company, 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, carriage-houses, engine-houses, generating stations, works, or buildings of the Company, and to enable the Company to make junctions and connections of the proposed tramways with tramways for the time being belonging to the Company.

To empower the Company to work and use the proposed tramways, or any of them, and any of the existing or authorised tramways of the Company, by means of engines, carriages,

trucks, and vehicles, propelled by electrical power, and either in addition to or in substitution for animal power, and partly by the one and partly by the other such power. The electrical power is intended to be applied by means of conductors placed under, on, or over the surface of the streets and roads, and of the rails of the tramways in connection with the existing and proposed generating stations of the Company, or any of them, or to be carried with the carriages. To confer on the Company such rights, powers, and privileges as may be necessary or expedient for the aforesaid purpose or any purpose appurtenant or ancillary thereto, and, in particular, power to lay down, erect, and maintain, on, in, under, or over the surface of any street, road, or place in which any of the Company's existing, authorised, or proposed tramways are or may be situate, and, with the consent of the local authority of the district, any other street, road, or place, such posts, conductors, wires, tubes, mains, plates, electric cables, and apparatus, and to make and maintain such openings, trenches, and ways, on, in, or under any such surface as may be necessary or convenient, either for the working of such tramways or any of them, or for connecting any portions of any such tramways, or for providing access to or communication with any generating stations, engines, machinery, or apparatus; and also by agreement to attach to any house or building posts, plates, brackets, wires, or apparatus.

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 alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

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 power, and for ensuring the protection and accommodation of the passengers and traffic in and along the streets 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 make provision for preventing injury to any tramways of the Company, and to any works, carriages, and electrical or other machinery or apparatus connected therewith, and for preventing 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 authorise the Company to widen the following street or road within the limits shown upon the plans deposited for the purposes of the Bill, viz. :—

The roadway of Stokes Croft, on its western side between King's Square-avenue and Hillgrove-street, and between Thomas-street and a point 150 chains southward from the south-west corner of Nine Tree-hill, and on its eastern side from a point opposite the south-east corner of Thomas-street to a point opposite the south-west corner of Nine Tree-hill.

To empower the Company on the one hand and the Corporation of Bristol, the Urban District Councils of Stapleton, Horfield, and Saint George, all in the county of Gloucester, the Rural District Council of Warmley, and the Parish Council of Mangotsfield, both in the county of Gloucester, the Rural District Councils of Keynsham and Long Ashton, and the Parish Councils of Brislington, Bedminster, and Long Ashton, all in the county of Somerset, 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 alteration of the width or levels of any streets or roads, and as to the laying down, altering, maintaining, renewing, repairing, working, and using of the authorised or proposed tramways, and the rails, plates, sleepers, ways, and works connected therewith, and the contribution by such authorities to the expenses thereof, 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, councils, trustees, bodies corporate, or persons, with respect to any of the aforesaid purposes.

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, the Bristol and Eastern District Tramways Order, 1875; the Bristol Tramways (Extension) Order, 1891; the Bristol Tramways Act, 1894; the Bristol Tramways Order, 1896, and all other Acts of Parliament and Orders of the Board of Trade relating to the Company, or which may interfere with the objects of the Bill, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and also plans of the lands which may be taken under the compulsory powers of the Bill, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester, with the Clerk of the Peace for the county of Somerset, at his office at Frome, and with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol; and on or before the same day a copy of so much of such plans, sections, and book of reference as relate to each parish, not being a rural parish, in which such tramways and works will be situate, or in which any lands to be taken under the powers of the Bill are situate, and also a copy of the Notice in the London Gazette will, on or before the said 30th day of November instant, be deposited for public inspection, with respect to the new parishes of Central Bristol, North Bristol, and South Bristol (comprising among others the former parishes of Saint Philip and Jacob Without, Saint Paul, Saint Peter, Saint Thomas, West-bury-upon-Trym (now Redland), Clifton, Saint Michael, Saint James, Saint John, Saint Mary Redcliff, Temple, Bedminster, district of the united parishes of Saint James and Saint Paul, Saint Philip and Jacob Within, Castle Precincts, Saint Stephen, Saint Augustine, Saint Nicholas,

Christ Church, Saint Mary-le-Port, Saint Ewen, All Saints, and Saint Leonard), with the Clerk to the Overseers of each such new parish, at his office at the Council House, Bristol, and also with the clerks of each of such former parishes, at his office or residence, as the case may be, or, if there be no clerk, with the Rector or Vicar of the parish, at his residence; with respect to each of the other parishes, not being a rural parish, with the Parish Clerk of each such parish, at his office or residence, as the case may be; and with respect to each rural parish with the Clerk of the Parish Council of each such parish, at his office or residence, as the case may be, or, if there be no clerk, with the Chairman of such Council, at his residence.

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

Dated this 19th day of November, 1896.

STANLEY, WASBROUGH, and DOGGETT, 19, Clare-street, Bristol, Solicitors.

WALTER WEBB and Co., 23, Queen Victoria-street, London, E.C.;

WARWICK WEBB, Bush-lane House, Bush-lane, London, E.C., Parliamentary Agents.

In Parliament.—Session 1897.

Swadlincote Gas.

(Power to Swadlincote District Urban District Council to Supply Gas; To Acquire Undertaking of the Swadlincote Gas and Coke Company Limited, and the vesting of the same in the Council; Dissolution of Company; Power to maintain existing Works and to acquire additional Lands by agreement; Manufacture of Gas and Residuals; Limits of Supply; Supply of Fittings; Rates and Charges; Agreements with other Authorities; Borrowing Powers; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Urban District Council of Swadlincote District, 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 authorise the Council to manufacture and supply gas throughout the district of the Council and such parts of the urban district of Ashby Wolds, in the county of Leicester, and the rural district of Hartshorne and Measham, in the county of Derby, as may be defined by the Bill.

2. To authorise 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 Swadlincote Gas 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 authorise 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 authorise 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 Swadlincote, in the county of Derby, containing 5 acres or thereabouts, bounded on the north by property belonging to Henry Orgill, on the south by property belonging to the trustees of Christopher Hall and the Leicestershire Banking Company, on the east by property belonging to the aforesaid trustees, and on the west by Station-street.

7. 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 land 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.

8. 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.

9. To make provisions for the inspecting and testing of gas fittings in new buildings.

10. 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.

11. 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.

12. To authorise the Council to acquire, hold, exercise and use patent rights and licenses in connection with the manufacture of gas and of residuals arising therefrom.

13. To authorise 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.

14. 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.

15. 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 Bill, and to confer other rights and privileges.

16. 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 Gas Works Clauses Acts, 1847 and 1871, the Public Health Act, 1875, the Local Loans Act, 1875, and any Acts amending the same.

And notice is hereby given, that 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, 1896.

Dated this 18th day of November, 1896.

W. A. MÜSSON, Solicitor, Ashby-de-la-Zouch.

BAKER, LEES, and POSTLETHWAITE, 22, Great George - street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Hastings and St. Leonards Tramways.
(Incorporation of Company; Construction of Tramways in the County of Sussex; Use of Mechanical and other Motive Power; Power to Acquire and Work Omnibuses and other Vehicles; 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):—

To incorporate a Company (hereinafter referred to as "the Company"), and to enable the Company to 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. 1, wholly situate in the parish of Holy Trinity, in the township and borough of Hastings, commencing at or near the Albert Memorial and the intersection of Robertson-street with Harold-place, proceeding in a westerly direction, thence in a south-westerly direction along Robertson-street, terminating at a point 1.50 chains west of Carlisle-parade.

Tramway No. 2, wholly situate in the parish of Holy Trinity, in the township and borough of Hastings, commencing at a point 1.00 chain west of Harold-place, proceeding in a westerly direction along Carlisle-parade, terminating at the point of termination of Tramway No. 1 above described.

Tramway No. 3, situate partly in the parish of St. Michael on the Rock, partly in the parish of St. Mary Magdalen, partly in the parish of Christ Church, and partly in the parish of St. Leonards, in the township and borough of Hastings, commencing by a junction with Tramway No. 1 at its point of termination aforesaid, and proceeding in a westerly direction along White Rock, Verulam-place, Eversfield - place, Grand - parade, Marina, West Marina, West St. Leonards, terminating at a point 0.31 chain west of Grosvenor-gardens.

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 Holy Trinity, St. Michael on the Rock, St. Mary Magdalen, Christ Church, St. Leonards and Hastings, or some of them, all in the borough of Hastings and county of Sussex.

It is not proposed to lay the Tramways so that for a distance 30 feet or upwards a less space than 9 feet 6 inches will intervene at any place between the outside of the footpath on the side or sides of the roads or streets hereinafter mentioned and the nearest rail of the Tramway.

Each Tramway is intended to be constructed on a gauge of 3 feet 6 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. 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 and any company or person to enter into and carry into effect agreements for acquiring, leasing or working the Tramways, and 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 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 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 to 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 authorise the Company to provide and run omnibuses and other vehicles in connection with the Tramways, and to purchase and take over the omnibuses and property of any existing omnibus company or proprietor, and to enter into arrangements with any such company or proprietor for the hire of omnibuses and vehicles, and for joint working of any such omnibuses and vehicles in connection with the Tramways, and to charge and take fares and tolls for the use of any such omnibuses and other vehicles.

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 Consolidation Act, 1815, 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.

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 of Sussex at his office at Lewes, and with the Town Clerk of the borough of Hastings at the town hall in the said borough; and that a copy of so much of the said 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 said 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, 1896.

Dated this 20th day of November, 1896.

TANOURDINS and HITCHCOCK, 20, Victoria-street, Westminster, S.W., Solicitors and Parliamentary Agents for the Bill.

Board of Trade.—Session 1897.

Droylsden Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Droylsden, within the District of Droylsden; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets, Railways, and Tramways; the Laying Down and Erection of Electric Lines, Pipes, Wires, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts and the Transfer of the Undertaking; the Borrowing of Money; and other Matters.)

NOTICE is hereby given, that the Urban District Council of Droylsden (who are hereinafter called "the Council," and whose address is the District Council Offices, Droylsden), 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 authorise the Council to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts within the district of Droylsden (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 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 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 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 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 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 lands 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 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 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 Order, and to charge the moneys so borrowed and interest upon their district fund and 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.

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:—

That portion of Market-street which extends

from Greenside-lane to the bridge over the canal of the Manchester, Sheffield, and Lincolnshire Railway Company; Market-street.

The following are the streets not repairable by a local authority, bridges, railways, and tramways which the Council propose to take powers to break up:—

Streets:—None. Bridges:—The bridges over the canal of the Manchester, Sheffield, and Lincolnshire Railway Company in Market-street, Manchester-road, Edge-lane, Greenside-lane, and Fairfield Locks, and the bridge over the London and North Western Railway, Moorside-street. Railways:—None. Tramways:—None.

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 Solicitor 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 next, for public inspection, at the office of the Clerk of the Peace for the county of Lancaster, at Preston, in the said county, and at the offices of the Council.

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, 1897, and a copy of such objection must also be forwarded to the undermentioned Solicitor or Parliamentary Agents.

Dated the 10th day of November, 1896.

WILLIAM RICHARDS, Solicitor to the Council, Urban District Council Offices, Droylsden, and 8, Park-parade, Ashton-under-Lyne.

SHARPE, PARKER, PRITCHARDS, and BARRHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Weston-super-Mare Pier and Tramways. (Incorporation of Company; Construction of Pier, Approach Roads, Sea Wall, Tramways, Generating Stations, and other Works; Incidental Provisions; Provisions for Transfer to and Vesting in Company of Undertaking of Weston-super-Mare Pier Company and Weston-super-Mare Grand Pier Company, and Dissolution of those Companies; Provisions for Vesting in Weston-super-Mare Urban District Council Undertaking of Company; Agreements with and Powers to above-named and other Companies and Bodies; Other Powers; Amendment or Repeal of Acts.)

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

1. To incorporate a Company (hereinafter

referred to as "the Company") and to authorise the Company to make and maintain the works hereinafter described, or some or one of them or some part or parts thereof respectively, to be wholly situate in the parishes of Weston-super-Mare and Uphill, or one of them, in the county of Somerset, and on the bed or shore of the sea adjoining or near thereto (that is to say) :—

(1) A pier, commencing in the said parish of Weston-super-Mare, on the foreshore at or near a point 40 yards or thereabouts measured in a westerly direction from the western face of the refreshment bar of the Pier Hotel, known as the Café de Paris, thence proceeding seawards in a westerly direction to and terminating at a point 700 yards or thereabouts from the point of commencement.

(2) An approach road, commencing at the western end of the Birnbeck-road, in Weston-super-Mare, and terminating at or near the commencement of the pier.

(3) An approach road from the Marine Parade, commencing at or near the said refreshment bar, and terminating at or near the commencement of the pier.

(4) A sea wall or embankment, commencing on the western side of the Grand Parade at a point 65 yards or thereabouts from the north-west corner of the row of houses known as Princes Buildings, and thence proceeding in a westerly direction for a distance of 600 yards or thereabouts to and terminating at the commencement of the pier.

In connection with and as part of the before-mentioned works all necessary or convenient embankments, walls, bridges, groynes, locks, gates, sluices, culverts, dams, cuts, jetties, landing-places, quays, wharves, beacons, lights, toll-houses, warehouses, sheds, cranes, lifts, machinery, waiting, refreshment, concert, and other rooms, saloons, pavilions, and other accommodation, promenades, roads, approaches, tramways, shelters, steps, sewers, drains, works, appliances, and conveniences.

(5) A tramway (No. 1), commencing in Uphill-road at or near the junction therewith of Upper Morland-road, passing thence along Uphill-road, Beach-road, to and terminating at the junction of Oxford-street with Beach-road.

(6) A tramway (No. 2), commencing at the eastern end of Station-road, thence proceeding along Station-road, Walliscote-road, and Oxford-street, to and terminating by a junction with Tramway No. 1, at the termination thereof.

(7) A tramway (No. 3), commencing by a junction with Tramway No. 1 at the termination thereof, thence proceeding along the road connecting Oxford-street with the Marine Parade Carriage Drive, the Marine Parade Carriage Drive, Knightstone-road, to and terminating at a point thereon opposite the building known as Glentworth House.

(8) A tramway (No. 4), commencing by a junction with Tramway No. 3 at its termination, and passing across the Grand Parade and along the proposed sea wall or embankment to and terminating at the commencement of the pier.

(9) A tramway (No. 5), commencing by a junction with Tramway No. 3 at its termination, passing thence along Knightstone-road to and terminating in Birnbeck-

road at a point opposite the northern side of the Pier Hotel.

(10) A tramway (No. 6), commencing by a junction with Tramway No. 5 at its termination, thence passing along the approach road to the Birnbeck Pier to and terminating at a point opposite the entrance gates to that pier.

(11) All proper and necessary junctions, rails, plates, sleepers, posts, tubes, wires, cables, chains, engines, machinery, apparatus, appliances, works, and conveniences connected with the said tramways, and necessary or convenient for or incidental thereto.

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 Uphill-road, on both sides thereof, for a distance of 6 chains from the point of commencement.

In Beach-road, on both sides thereof, for a distance of 6 chains measured in a northerly direction from a point 15 yards or thereabouts from the north-east corner of the building called or known as the West of England Sanatorium.

Tramway No. 2. In Station-road; on both sides thereof, for a distance of 4 chains from the commencement of the tramway.

In Oxford-street, on both sides thereof, throughout the entire length of that street.

Tramway No. 3. In Knightstone-road, on both sides thereof, for a distance of 4 chains from the termination of the tramway.

Tramway No. 5. In Knightstone-road, on the western side thereof, for a distance of 1 chain from a point 30 yards northward of the commencement of the tramway.

In Birnbeck-road, on both sides thereof, for a distance of 5 chains measured in an easterly direction from the junction of that road with Paragon-road.

In Birnbeck-road, on the north side thereof, for a distance of 2½ chains measured in a westerly direction from the junction of that road with Paragon-road.

In Birnbeck-road, for a distance of 9 chains on both sides thereof in a north-westerly direction from the junction of that road with South-road.

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

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.

4. 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.

5. 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,

vays, 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.

6. 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, or to empower the Company to erect and maintain all necessary engines, machinery, apparatus, appliances, works, and conveniences.

7. 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.

8. 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.

9. To enable the Company and the Urban District Council of Weston-super-Mare 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.

10. To empower the Company to enter into and carry into effect agreements with any Corporation, Company, body, or person for the supply by either of them to the other of electrical or other power for any purposes.

11. To authorise the Company to make and maintain stations for generating electric power on the lands hereinafter described, situate in the parish of Weston-super-Mare (that is to say) :—

A piece of land or foreshore adjoining the Marine Parade and lying to the west of the building known as the Café de Paris.

A piece or parcel of land or foreshore belonging, or reputed to belong, to the Weston-super-Mare Pier Company, lying to the northward of and adjoining the toll house of the entrance to the Birnbeck Pier.

A piece or parcel of land situate and lying on

the west side of the Island or parcel of land known as Knightstone.

12. To confer on the Company the following powers, that is to say :—

(a) To deviate laterally from the lines of the intended works to any extent shown on the plans, and vertically from the levels shown on the sections to be deposited as hereinafter mentioned.

(b) To dredge, excavate, scour, deepen, cleanse, and improve the bed and shore of the sea on the site of and at or near any part of the intended works, and to use, sell, and dispose of any materials dredged or excavated.

(c) To purchase and take by compulsion and agreement lands, easements, rights, powers, privileges, and other hereditaments for all or any of the purposes of the Bill, and also to purchase and acquire by compulsion or agreement, part only of or easements in, over, or under any property which may be required for any of the purposes of the Bill, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory or premises, without being subject to the liabilities imposed by the 92nd Section of the Lands Clauses Consolidation Act, 1845.

(d) To appoint and remove pier-masters and other officers and servants, and to define the limits within which their powers and the powers of the Company may be exercised.

(e) To purchase, hire, provide, and maintain dredging and other machines, engines, cranes, vessels, boats, barges, craft, machinery, appliances, apparatus, works, and conveniences necessary or convenient for or in connection with the construction, working, use, management, and maintenance of the intended works, and for any of the purposes of the Bill, and to build, acquire, place, and let on hire pleasure boats and vessels and other conveniences, and to employ boatmen and other persons to take charge thereof, and to make and recover rates and charges in respect thereof.

(f) To make, alter, vary, repeal, rescind, and enforce bye-laws, rules, and regulations for or with respect to the management, working, use, regulation, and protection of, and the prevention of injury and damage to the piers, works, and conveniences, the conveyance, embarking, and disembarking of passengers, animals, goods, and traffic of every description, the prevention of nuisances in or upon any of the works, and for regulating the duties and conduct of officers and servants of the Company and other persons employed in and about the works, and to impose penalties for the breach, non-observance, or non-performance of any such bye-laws, rules, and regulations.

(g) To cross, stop up, alter, divert, or remove, and to provide for the extinguishment of all rights of way over highways, landing-places, works, and conveniences.

(h) To demand, levy, and recover tolls, rents, rates, duties, dues, and charges for or in respect of the use of the said works, buildings, machinery, appliances, and conveniences; and for or in respect of all or any of the purposes, matters, and things hereinafter mentioned, to alter existing tolls, rates, duties, dues, and charges; to confer exemptions from the payment of tolls, rates, duties, dues, and charges; and to

confer, vary, and extinguish other rights and privileges.

13. To authorise the Company to purchase or to transfer to and vest or to provide for the transfer to and vesting in the Company of the undertaking, piers, lands, works, conveniences, and other hereditaments, property, and effects, rights, powers, and privileges (all of which are hereinafter included in the expression "the undertaking") of the Weston-super-Mare Pier Company (hereinafter called "the old Company") for such price or consideration and on such terms and conditions as may be agreed, or, in default of agreement, settled by arbitration or prescribed by the Bill, and to provide for the application of the purchase money or compensation and the winding up and dissolution of the Company, or to provide for the amalgamation, union, and consolidation into one undertaking of the undertaking of the Company and the old Company.

14. To transfer to and vest, or to provide for the transfer to and vesting, in the Company of the undertaking, rights, powers, and privileges of the Weston-super-Mare Grand Pier Company, and for the dissolution and winding up of that Company.

15. To provide for the transfer to and vesting in the Urban District Council of Weston-super-Mare of the undertaking, or any part thereof, of the Company at such times and on such terms and conditions as may be agreed upon or prescribed by the Bill.

16. To authorise, sanction, and confirm agreements between the Company and the other Companies and bodies mentioned in this Notice with reference to all or any of the objects of the Bill in which they are respectively interested.

17. To confer upon the Company all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere therewith, and to confer other rights and privileges, and to enact by the Bill all such provisions as may be incidental or necessary for giving full effect to the objects thereof.

18. To incorporate with the Bill, or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of, amongst other Acts, the Companies Clauses Acts, 1845 to 1889, the Lands Clauses Acts, the Harbours, Docks, and Piers Clauses Act, 1847, the Railways Clauses Consolidation Act, 1845, and the Tramways Act, 1870.

19. To alter, extend, amend, or repeal so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the several Acts and Orders relating to the Urban District Council of Weston-super-Mare, the Weston-super-Mare Pier Company, and the Weston-super-Mare Grand Pier Company respectively, and all other Acts which may relate to or be in any way affected by any of the objects and purposes of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the line, situation, and levels of the works proposed to be authorised by and the lands to be compulsorily taken under the Bill, together with books of reference to such plans and a copy of this Notice, as published in the London Gazette, will be deposited for

public inspection with the Clerk of the Peace for the county of Somerset, at his office at Frome, and with the respective parish clerks of the said parishes of Weston-super-Mare and Uphill, at their respective residences, and

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

Dated this 17th day of November, 1896.

WM. SMITH and SONS, Solicitors, Weston-super-Mare.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1897.

Tendring Hundred and Clacton-on-Sea Water. (Application for Provisional Order for Construction of Waterworks; Acquisition of Lands; Extension of Limits of Supply; Breaking-up of Streets, &c.; Supply to Local Authorities and Others; Levying of Rates, Rents and Charges; Constitution and Management of Joint Committee; Amalgamation of Undertaking; Constitution of New Company and Dissolution of Old Companies; Additional Capital and Borrowing Powers; Amendment, Repeal and Incorporation of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made, on or before the 23rd day of December, 1896, to the Board of Trade by the Tendring Hundred Waterworks Company (hereinafter called the Tendring Hundred Company) and the Clacton-on-Sea Gas and Water Company, Limited (hereinafter called the Clacton Company), for a Provisional Order (hereinafter called "the Order"), under, and in pursuance of the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Act (1870), Amendment Act, 1873, for all, or some of the following, amongst other purposes (that is to say):—

To empower the Tendring Hundred Company and the Clacton Company (who are hereinafter jointly referred to as the Undertakers) to make and maintain the following waterworks to be situate in the county of Essex, namely:—

- (1) A well and pumping station in the parish of Ardleigh, in and upon a piece of land situate north of the Great Eastern Railway and west of and adjoining the road from Ardleigh to Great Bromley, on which piece of land the disused steam mill, known as the Phoenix Mill, is situate. The said piece of land is numbered 308 on the 1860 ordnance map of the said parish.
- (2) A conduit or line or lines of pipes commencing at the well or pumping station hereinbefore described, passing through the parishes of Ardleigh, Lawford, Little Bromley, Mistley and Bradfield, and terminating by a junction with the conduit of the Tendring Hundred Company in the road from Horsley Cross-street to Bradfield Heath at a point 100 yards south of the reservoir of that Company in the parish of Bradfield.
- (3) A conduit, or line or lines of pipes commencing in the parish of Thorpe-le-Soken by a junction with the conduit of the Tendring Hundred Company, situate at the junction of the roads from Thorpe-le-Soken to Frinton and Great Clacton respectively, passing through the parishes of Thorpe-le-Soken and Little Clacton, and terminating in the latter parish in the road from Little Clacton to Great Clacton at the post indicating the

boundary between the parishes of Little Clacton and Great Clacton.

Together with adits, engines, machinery, tanks, reservoirs, wells, mains, pipes, culverts, drains, sluices, filter beds, embankments, roads, approaches, telegraphs, telephones, buildings, works and conveniences in connection with or ancillary to the works hereinbefore described, or in connection with the Undertakings of the above-named Companies, or either of them.

To authorise the Undertakers to deviate in the construction of the works authorised by the Order to the extent therein defined or shown on the plans deposited, as hereinafter mentioned.

To empower the Undertakers to acquire, hold, and dispose of lands, easements, rights, water and property.

To empower the Undertakers to break-up, open and interfere with streets, roads, bridges, places, railways, sewers, pipes, drains, gas and water mains, telegraphic, telephonic and other electric wires and works.

To extend the limits of supply of the Tendring Hundred Company and the Clacton Company, so as to comprise therein respectively the whole or parts of some or all of the parishes of Ardleigh, Lawford, Little Bromley, Mistley, Thorpe-le-Soken, and Little Clacton, and to make provision for the supply of water within those parishes.

To empower the Undertakers to supply water in bulk or otherwise to local and other authorities, companies and persons within and without the limits of supply of the Tendring Hundred Company and the Clacton Company.

To authorise the Undertakers to levy, make, collect and recover rates, rents and charges in respect of the supply of water.

To provide for the appointment of a joint committee or other body, consisting of representatives of the Tendring Hundred Company and the Clacton Company with or without the addition of other persons, for the contribution towards the expenses of such committee or body; for regulating the procedure and managing the affairs thereof; and for the settlement of any differences between the said Companies or their representatives.

To make provision for the execution of some or all of the powers conferred by the Order by either of the said Companies.

To provide (if deemed expedient) for the amalgamation of the Undertakings of the Water Undertakings of the Tendring Hundred Company, and the Clacton Company, and the carrying on of those Undertakings jointly as one Undertaking, with all the rights, powers and duties of the said Companies in respect thereof, and to make provision for the dissolution of the said Companies, and the incorporation of the shareholders therein into a Company for carrying on the Joint Undertaking, to provide for the capital, borrowing powers and management of such Company, and to make all necessary and proper provision in respect of the share and loan capital, debts, assets, property, rights, powers and privileges of the said existing Companies.

To authorise the Tendring Hundred Company and the Clacton Company respectively to increase their share and loan capital, and to raise further money for the purposes of their Undertakings, by the creation and issue of new shares or stock, with or without a guarantee or preference dividend or other rights or privileges attached thereto, and, if thought fit in one or more classes, and by borrowing, and by the creation and issue of debenture stock, or by any or either of such means, and to make further provision in regard to the capital of the said Companies.

To amend, alter, or repeal the following Acts and Provisional Orders, or some of them, viz.: The Tendring Hundred Waterworks Act, 1884, the Tendring Hundred Waterworks Act, 1886, the Clacton-on-Sea Gas and Water Order, 1876, and the Clacton-on-Sea Gas and Water Order, 1885.

To incorporate with the Order, with or without modification, some or all of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863; the Companies Clauses Acts, 1845 to 1889, and the Companies Acts, 1862 to 1893; and to confer on the Undertakers all necessary powers for the purposes aforesaid; and to vary or extinguish all rights and privileges which would impede or interfere with such purposes, and confer other rights and privileges.

And notice is hereby given, that plans and sections of the proposed works, and a copy of this advertisement, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; with the Clerk of the Parliaments, House of Lords; and in the Private Bill Office of the House of Commons; and that a copy of the said plans, sections, and advertisement will, on or before the same day, be deposited at the office of the Board of Trade, Whitehall Gardens, London.

Printed copies of the draft 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 undermentioned Solicitors and Parliamentary Agents.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1897, and copies of such objections must at the same time be sent to the undersigned Solicitors or Parliamentary Agents. In forwarding such 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 20th day of November, 1896.

YOUNG and SONS, 29, Mark-lane, E.C.,
Solicitors.

SHARPE, PARKER, PRITCHARDS, and
BARHAM, 9, Bridge-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1897.

New Hunstanton Water and Gas.

(Power to the Urban District Council, of New Hunstanton, to Supply Water and Gas; to acquire Undertakings of the Hunstanton Water Company, Limited, and the Hunstanton Gas Company, Limited, and vest same in the Council; Dissolution of Companies; Power to Maintain and Renew Existing Works; Manufacture of Gas and Residuals; Limits of Supply; Fittings; Rates and Charges; Agreements with other Authorities; Borrowing Powers; and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of New Hunstanton, in the county of Norfolk (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 authorise the Council to supply water and to manufacture and supply gas throughout

the district of the Council and the parishes of Hunstanton, Barrett Ringstead and Heacham, in the county of Norfolk.

2. To authorise 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 Hunstanton Water Company, Limited (in this Notice referred to as "the Water Company"), and of the Hunstanton Gas Company, Limited (in this Notice referred to as "the Gas Company") or either of them, 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 Companies respectively, or as may be settled by arbitration, and to authorise or require the Companies respectively to sell and transfer their respective Undertakings, property and rights accordingly.

3. To confirm and give effect to any agreement between the Council and the Companies respectively 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 Companies respectively, and for the distribution of the purchase money and assets amongst the shareholders of the respective Companies and other persons entitled or interested therein.

5. To authorise the Council to carry on the Undertaking of the Water Company, and maintain, improve, alter, enlarge, renew or discontinue the existing waterworks of the Company.

6. To authorise the Council to carry on the Undertaking of the Gas Company, and to maintain, and from time to time improve, enlarge, alter and renew or discontinue the existing gasworks of the Gas Company upon the land (hereinafter described) upon which the Gas 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.

7. The land hereinbefore referred to, upon which the Gas Company now manufacture gas, is:—

A piece of land in the parish of New Hunstanton, situate on the south side of the town of New Hunstanton, bounded on the north by the Gasworks-road and land of Hamon le Strange respectively, on the east and south by land of the said Hamon le Strange, and on the west by the railway from Lynn to Hunstanton, belonging to the Great Eastern Railway Company.

8. To empower the Council, for the purposes of the Water and Gas Undertakings respectively, when transferred, and for the general purposes of the Bill, 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 Undertakings.

9. To empower the Council, within the limits of supply aforesaid, 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 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, and to exercise all such other powers as are necessary for, or incidental to, the supply of water or gas, and to sell and deal in coal and also in coke, culm, tar, oil, ammoniacal liquor, and other residual products of gas, and to have and exercise all such powers, rights, authorities and privileges with respect to the supplying of water or gas as may be necessary, proper, or convenient.

10. To make provision for the protection of the works and sources of supply, and for preventing waste, misuse, and undue consumption of water, and for making regulations as to fittings.

11. To provide that the Companies shall not, without the previous consent of the Council, borrow further money or enter into any new contract or obligation.

12. To make provision for the inspecting and testing of gas fittings in new buildings, for the protection of the gas supply, and the prevention of waste or misuse of gas.

13. To empower the Council to levy and recover water rates and charges, and gas rents and charges, and to make special provision for the recovery of rates, rents, and charges for the supply of water or 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, 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.

14. To require consumers of water or gas supplied by the Council to give to the Council notice in writing before connecting or disconnecting any meter, or before discontinuing the consumption of water or gas, or ceasing to occupy houses, buildings, and other premises supplied by the Council.

15. To authorise 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 water or of gas within or 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 or railways.

16. 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 respective Undertakings of the Companies, 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 revenues and property of the Council, with, and as security for all or any part of the moneys to be borrowed.

17. 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.

18. 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 Waterworks Clauses Acts, 1847 and 1863, the Gasworks Clauses Acts, 1847 and 1871, the Public Health Acts, the Local Loans Act, 1875, the Arbitration Act, 1880, and any Acts amending the same.

And notice is hereby given, that 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 24th day of November, 1896.

J. S. B. GLASIER, Hunstanton, Solicitor for the Bill.

BAKER, LEES, and POSTLETHWAITE, 22, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897:

Ashford Gas:

(Dissolution and Re-incorporation of Ashford Gas and Coke Company Limited; Powers to Supply Gas; Limits of Supply; Defining and Increasing Capital; Maintenance and Extension of existing, and construction of new, Works; Manufacture and Storage of Gas and Residual Products; Purchase of Lands; Powers to Manufacture, Deal in and fit up Stoves, Machinery, and Appliances; Acquire Patent Rights; Levy Rates and Charges; Agreements with and powers to Public Bodies and Companies; Other Powers; Amendment or Repeal of Acts and Provisional Orders.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Ashford Gas and Coke Company, Limited (hereinafter called the Limited Company), for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

1. To dissolve the Limited Company, and to incorporate into a Company (hereinafter called "the Company"), the members of the Limited Company and all other persons and corporations who shall hereafter become proprietors in the undertaking of the Company, for the purpose of making and maintaining gasworks, manufactories, and other buildings and works, and manufacturing, storing, and supplying gas and residual products within the limits hereinafter mentioned, and for carrying on any business usually carried on by Gas Companies, and for other the objects and purposes of the Bill.

2. To vest in the Company all the undertaking, works, lands, buildings, stock, plant, moneys, securities, and other property of what nature or kind soever, interests, rights, powers, privileges, easements, contracts, licenses, and agreements, and benefits of all contracts, licenses, and agreements now vested in or belonging to, or enjoyed by the Limited Company, or any person on their behalf.

3. To declare void the memorandum and articles of association, special resolutions, and regulations of the Limited Company, and to make all necessary provisions consequent thereon.

4. To declare, define, and regulate the capital and borrowing powers of the Company, and to convert or to provide for the conversion of the original capital into stock, and to authorise the Company to raise further money by the creation and issue of shares and stock, with or without a preferential or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any of such means.

5. To make provisions with reference to the formation or creation of insurance and reserve funds, and the convening, holding, quorum, of, and voting at general meetings of the Company.

6. To authorise the Company to supply gas for public and private purposes to and within the parishes of Ashford, Willesborough, Kennington, Kingsnorth, Great Chart and Sevington, or some or one of them, all in the county of Kent.

7. To authorise the Company to maintain, alter, improve, enlarge, extend, and renew or discontinue the existing gasworks, manufactories, and other works of the Limited Company upon the lands on which the same are erected, or any part thereof, and which are hereinafter described, and on those lands, or on any part or parts thereof, to erect, lay down, provide, make, maintain, alter, improve, enlarge, extend, and renew or discontinue with all necessary roads, approaches, sidings and conveniences, additional and other gasworks, retorts, gasometers, manufactories, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, machinery, and other apparatus, appliances, works, and conveniences, and to do all such acts as they think proper for the making, manufacture, conversion, utilisation, storage, and supply of gas and coke, and other products, or residuum of any materials employed or obtained in, or resulting from, the manufacture of gas and matters producible therefrom; and to make, store, and supply gas; and to manufacture, produce, convert, store, sell, provide, supply, and deal in coke, tar, pitch, asphaltum, lime, ammoniacal liquor, oil, and all other products, or residuum of any materials employed in, or arising or resulting from the manufacture of gas and matters producible therefrom, and also meters, fittings, tubes, pipes, and other articles and things in any way connected with gasworks or with the supply of gas.

The lands above referred to are—

A field or piece of land on which the existing works of the Limited Company are constructed, situate in the parish and Urban District of Ashford, in the county of Kent, containing by admeasurement two acres, one rood and thirty perches or thereabouts, and bounded as follows:—On the north-east by the railway of the South Eastern Railway Company, on the south-east partly by land belonging, or reputed to belong, to Messrs. George Elwick Jemmett and William Francis Bond Jemmett, and partly by a roadway called, or known as, the Gasworks-lane, and on the south-west and north-west by land belonging or reputed to belong to the said Messrs. Jemmett.

8. To authorise the Company to purchase by agreement and hold and to take on lease and to take grants of easements over any lands, houses, or other hereditaments within the aforesaid parishes, or either of them which may be required for the purposes of their gasworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and hereditaments, and from time to time to sell, let, or otherwise dispose of any lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their undertaking, and to erect, fit up, and maintain and let houses, cottages, and dwellings for the officers and servants of the Company.

9. To authorise the Company to manufacture, purchase, provide, sell, let for hire, use, and otherwise deal in and fit up, alter, repair, remove,

and reflux stoves, ranges, meters, fittings, engines, machinery, pipes, lamps, burners, fittings, apparatus, appliances, and conveniences for lighting, for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial, or any other purpose whatsoever, and to supply or work the same by means of gas, and to provide materials and do works necessary therefor.

10. To authorise the Company to acquire, hold, use, and exercise patent and other rights and licenses in relation to the production, utilisation, and distribution of gas, and the conversion, manufacture, production, or utilisation of any products or residuum of any materials used or employed in, or resulting from the manufacture of gas.

11. To levy and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of gas, and for the sale and hire of meters, fittings, stoves, ranges, engines, machinery, apparatus, appliances, pipes, lamps, burners, fittings, articles, conveniences, and things; to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

12. To maintain, take up, alter, and repair the existing mains, pipes, and other works of the Limited Company, and to lay down, maintain, take up, alter, and repair additional mains, pipes, and other works in, through, under, over, across, and along, and to cross, break up, alter, divert, stop up, or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, highways, footways, occupation roads, footpaths, streets, public places, bridges, canals, navigations, towing-paths, railways, tramways, sidings, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses in the said parishes, or any of them, so far as may be necessary or convenient for all or any of the purposes of the Bill.

13. To enable the Company, and any county, urban, local, or sanitary authority, company, corporation, public body, officers, or persons to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company, whether within or beyond their limits of supply, to any county, urban, local, or sanitary authority, company, corporation, or public body, officers, or persons of gas in bulk, or otherwise, for any public sanitary, trading or other purposes, and to authorise any such county, urban, local, or sanitary authority, corporation, company, public body, officers, or persons respectively to apply their respective funds, for the purpose of any such contract, agreement, or arrangement and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to the matters aforesaid.

14. To confer upon the Company all powers, rights, authorities and privileges which are or may become necessary for carrying the powers of the Bill into complete and full effect, to vary or extinguish all rights and privileges which would, in any manner, impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

15. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of the Companies Clauses Acts, 1845 to 1889; the Lands Clauses Acts; the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

16. To alter, amend, extend, enlarge, or to

repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of any Local and Personal Acts and Provisional Orders which may relate to or be affected by the objects of the Bill.

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

Dated this tenth day of November, 1896.

H. J. BRACHER, Maidstone;

WARREN, MURTON, and MILLER,

45, Bloomsbury-square, London;

Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1897.

Urban District Council of Kearsley Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order enabling the Urban District Council of Kearsley to supply Electricity for Public and Private Purposes within their District; Construct Works; Acquire, Use, and Dispose of Lands; Make and Recover Rates and Charges; Break Up and cross Streets, Railways, and Tramways, Rivers, and Canals; Manufacture, Hire, Sell, and Let Electric Apparatus; Enter into Contracts; Transfer Undertaking; Borrow Money; and other incidental Powers.)

NOTICE is hereby given, that the Urban District Council of Kearsley (hereinafter referred to as "the Undertakers"), who are the Local Authority within the meaning of the Electric Lighting Acts, 1882 and 1888, for the Urban District of Kearsley, in the county of Lancaster, and whose address is Council Offices, Highfield House, Kearsley, near Manchester, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the said Acts, for all or some of the following, among other purposes (that is to say):—

1. To authorise the Undertakers to supply electricity for all public and private purposes as defined by the said Acts within and throughout the said Urban District of Kearsley (hereinafter referred to as "the area of supply"), and to confer on the Undertakers all or some of the powers hereinafter mentioned.

2. To make, execute, construct, place, and maintain on any lands now belonging to them or which they may hereafter acquire all such works, buildings, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, street boxes, apparatus, matters, and things as may be necessary or expedient for or incidental to the production, storage, supply, and distribution of electricity, and to exercise (with or without modification) with respect to such production, storage, supply, and distribution all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and any Act amending or extending the same respectively, and of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, and such other rights and powers as may be conferred by the intended Order.

3. For all or any of the purposes aforesaid, or other the purposes of the intended Order, to use any lands vested in or held on lease by them, and to purchase by agreement, take on lease, or otherwise acquire any lands they may require or consider necessary, and, from time to time, to

dispose of any lands acquired by them under the provisions of and for the purposes of the Provisional Order, and not for the time being required for the purposes thereof.

4. For all or any of the purposes of the intended Order, to break up, stop up, or interfere with, and to cross or pass over, under, or along, as the case may require, all streets, roads, highways, footways, thoroughfares, railways, tramways, rivers, canals, watercourses, bridges, and places within the area of supply, and any sewers, drains, pipes, and telegraph, telephonic, and electric apparatus in, over, under, or along the same respectively.

5. To demand, take, and recover rates, rents, and charges for a supply of electricity, and to confer exemptions from payment thereof.

6. To acquire, hold, and use patent rights or licences and authorities under letters patent for the use of inventions, processes, and apparatus for or relative to the production, supply, or utilisation and distribution of electricity.

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

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

Higher Market-street, Longcauseway, Bolton-road, Manchester-road, Stoneclough-road, Market-street, Ringley-road, and Church-road.

9. To authorise the Undertakers to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Undertakers from the consequences of the acts or defaults of such contractors.

10. To authorise the Undertakers to sell or transfer any powers, rights, duties, and obligations conferred or imposed on them by, and any lands or works vested in or belonging to them for the purpose of, the intended Order.

11. To empower the Undertakers 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 district, and to empower the Undertakers 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.

12. To confer on the Undertakers all rights, powers, and privileges necessary or convenient for carrying the objects and purposes of the Order into complete and full effect, to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.

And notice is hereby further given that—

(a) On or before the 30th day of November instant, a copy of this Notice as published in the London Gazette, and a map showing the boundaries of the proposed area of supply, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Clerk to the Undertakers, at his office, Highfield House, Kearsley, and also at the Board of Trade, Whitehall, London.

(b) Printed copies of the draft Provisional Order will be deposited at the Board of

Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, can be obtained at the price of one shilling for each copy at the offices of the Undertakers, Council Offices, Highfield House, Kearsley, and also at the respective offices of the undersigned; and that

(c) Every local or other public authority, Company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1897, and a copy of such objection must also be forwarded to either of the undersigned.

Dated this 24th day of November, 1896.

HOLDEN and HOLDEN, 20, Mawdsley-street, Bolton, Solicitors.

JOHN CHARLES BALL, 16, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1897.

Malvern Link Urban District Gas.

(Power to Malvern Link Urban District Council to Supply Gas, to Acquire Undertaking of the Malvern Link Gas Company, Limited, and the Vesting of the Same in the Council; Dissolution of Company; Power to Maintain and Renew Existing Works; Manufacture of Gas and Residuals; Limits of Supply; Supply of Fittings; Rates and Charges; Agreements with other Authorities; Borrowing Powers; Amendment of Acts Relating to Great Malvern; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Malvern Link, in the county of Worcester (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 authorise the Council to manufacture and supply gas throughout the district of the Council and the parishes of Leigh, Mathon, Newland, Madresfield, Bransford, and Powick, in the county of Worcester, and Colwall and Cradley, in the county of Hereford.

2. To authorise 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 Malvern Link Gas 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 authorise 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 in 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 authorise 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 to 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 or parcel of land situate in the parishes of Malvern Link and Leigh, in the county of Worcester, bounded on the north-east and south-east by land belonging to the Great Western Railway Company, on the south-west by the public highway leading from Malvern Link to Leigh Sinton, and the north-west by an occupation road leading from the said public highway to the aforesaid land on the north-east belonging to the Great Western Railway Company.

7. 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.

8. 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.

9. To make provisions for the inspecting and testing of gas-fittings in new buildings, for the protection of the gas supply, and the prevention of waste or misuse of gas.

10. 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.

11. 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.

12. To authorise the Council to acquire, hold, exercise, and use patent rights and licenses in connection with the manufacture of gas and of residuals arising therefrom.

13. To authorise the Council and any other sanitary authority, or any railway, hotel, or other 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 or railways for such purpose.

14. 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.

15. To repeal, alter, or amend the Malvern Improvement Act, 1851, and the Malvern Improvement Amendment Act, 1858, and other Acts and Orders relating to the Great Malvern Urban District Council, and to provide that that Council shall not supply gas within the limits of supply to be prescribed by the intended Act.

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 Acts, the Local Loans Act, 1875, the Arbitration Act, 1889, and any Acts amending the same.

And notice is hereby given that 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, 1896.

G. H. T. FOSTER, Malvern Link,
Solicitor for the Bill.

BAKER, LEES, and POSTLETHWAITE, 22,
Great George-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1897.

St. Annes-on-the-Sea Gas.

(Power to the St. Annes-on-the-Sea Urban District Council to supply Gas; to acquire Undertaking of the St. Annes-on-the-Sea Gaslight and Coke Company, Limited, and the vesting of the same in the Council; Instructions to Arbitrators; Dissolution of Company; Power to maintain existing Works and to acquire additional Lands by agreement; Manufacture of Gas and Residuals; Rates and Charges; Agreements with other Authorities; Borrowing Powers; Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of St. Annes-on-the-Sea, in the County Palatine of Lancaster (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 authorise the Council to manufacture and supply gas throughout the district of the Council.

2. To authorise and empower the Council to acquire, and to provide for the transfer to, and vesting in the Council of all or parts of the Undertaking, works, lands, mains, pipes, property (both real and personal), powers, rights, privileges, and authorities of the St. Annes-on-the-Sea 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 powers of the Bill, or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorise 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 require the arbitrators in the event of the consideration or value being determined by arbitration, to have regard to such special instructions in respect of the mortgage, loan, and contingent rent-charge created by the Company, as may be prescribed by the Bill and sanctioned by Parliament.

5. 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.

6. To authorise 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.

7. The lands hereinbefore referred to upon which the Company now manufacture gas are:—

Certain lands in the parish of St. Annes-on-the-Sea (formerly the parish of Lytham), bounded on the westerly side thereof by the Lancashire and Yorkshire Railway, and on

all other sides thereof by land belonging to John Talbot Clifton, Esquire, and being distant 900 yards from and to the north of St. Annes-road, and containing in area 14,522 square yards or thereabouts, and in lineal measure of circumference the following dimensions, namely, on the north and south sides respectively 308 feet 3 inches, and on the east and west sides respectively, 424 feet.

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 authorise the Council to acquire, hold, exercise, and use patent rights and licences in connection with the manufacture of gas and of residuals arising therefrom.

14. To authorise 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.

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, 1896.

Dated this 18th day of November, 1896.

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

Board of Trade.—Session 1897.
Royston Water.

(Application by the Royston Waterworks Company, Limited, for Powers to Maintain and Continue Waterworks; Defining Limits of Supply; Empowering Company to Acquire Lands; Levy Tolls and Charges; Supply Water in Bulk or otherwise; Manufacture, Sell, or Let Water Fittings and Meters; Defining Capital and Borrowing Powers; and other Provisions.)

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 Royston Waterworks Company, Limited (in this notice called "the Company"), pursuant to the "Gas and Waterworks Facilities Acts, 1870 and 1873," for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise the Company to maintain, continue, enlarge, and from time to time renew, the existing waterworks of the Company, consisting of (a) A pumping station, engine-house, and two wells, with pumps and other works, and conveniences connected therewith, situate in Queen's-road, otherwise called Water-street, within the North Royston Special Drainage District, and within the parish of South Kneesworth, in the Administrative County of Hertford. (b) Service reservoirs, situate in the parish of Therfield, in the said Administrative County of Hertford. (c) A conduit or line of pipes commencing at the well and pumping-station afore-

said, and terminating in the said service reservoir, together with the mains, distributing and service pipes, machinery, and other works in connection with the undertaking of the Company.

To empower the Company to take, collect, impound, and distribute, any springs, streams, or waters, in, under, or near the site of the said waterworks, or which in any way may be abstracted by the pumping operations of the Company, at their works aforesaid, or within a distance of 3 miles therefrom.

To authorise the supply of water by the Company within the parishes of North Royston, South Bassingbourn, South Kneesworth, South Melbourn, South Royston, otherwise called Royston (Herts.), and Therfield, in the rural district of Ashwell, in the said administrative county of Hertford, and also within the parishes of Bassingbourn and Kneesworth, in the rural district of Melbourn, in the administrative county of Cambridge.

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

To empower the Company to lay down, construct, and maintain within their limits of supply such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery, appliances, and conveniences, as may be necessary or convenient for the purposes of the Order, or their undertaking, and to cross, break up, open, and interfere with any roads, streets, highways, bridges, railways, gas, water, and other pipes, telegraphic and telephonic mains, wires, and apparatus, and sewers, and drains within their limits of supply.

To authorise the Company to manufacture, provide, sell, or let water fittings or meters, and to execute works in connection with such meters and fittings, and to prescribe the fittings that shall be used by the consumers of water with a view to prevent waste or misuse of water.

To provide that the supply given by the Company need not be constant.

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

To fix and define the capital and borrowing powers of the Company, and to authorise and provide for the increase of the capital and borrowing powers, and to fix and regulate the dividends of the Company, and provide for reserve and contingency funds.

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

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

To make provision for the protection of the works, property, and water supply of the Company, and for preventing and prohibiting the fouling or contamination, and the waste and

misuse of water, and to impose penalties in respect thereof.

To confer upon the Company all or some of the powers mentioned or referred to in the "Gas and Water Works Facilities Acts, 1870 and 1873," and "the Waterworks Clauses Acts, 1847 and 1863," and to confer upon the Company all other power usually conferred upon Water Companies, and to vary or extinguish all rights and privileges which would interfere with the objects aforesaid, or any other objects of the Order, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November, 1896, a map showing the proposed limits of supply, 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 Hertford, at his office at Hertford, and at the Board of Trade offices in Whitehall-gardens, London.

And notice is further given, that on or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the Board of Trade, and printed copies of the draft Provisional Order, when so deposited, and of the Order when made, can be obtained at the price of one shilling each at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, next, and copies of their objections must at the same time be sent to the undersigned Agents for the Company, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been forwarded to the Company or their Agents.

Dated this 13th day of November, 1896.

W. T. ROWLEY, Manager and Secretary to the Royston Waterworks Co., Limited, Royston, Herts.

SWORDER and LONGMORE, Solicitors, Hertford.

BAKER, LEES and POSTLETHWAITE, 22, Great George-street, Westminster. Parliamentary Agents.

Board of Trade.—Session 1897.

Newmarket Urban District Council Electric Lighting Provisional Order.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order enabling the Newmarket Urban District Council to Produce and Supply Electric Light for Public and Private Purposes within the said District, 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 Newmarket Urban District Council (hereinafter called the "Council"), and whose offices are at Devachambers, High-street, Newmarket, 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 Council 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 Newmarket (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 a specified time (that is to say):—

High-street, Park-lane, Sun-lane, Bury-road (from its junction with High-street to Bedford Cottage), Snailwell-road, from the Jubilee Tower in High-street to its junction with Fordham-road.

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 Council, 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 the following railway so far as it is situate within the area of supply (that is to say):—

The Great Eastern Railway;

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

5. To enable the Council 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 Council 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 Council to sell, demise, or let to such local authority, company, or person any lands for the time being belonging

to the Council, 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 Suffolk, at his office at Ipswich, and with the clerk of the Council, at his office in the High-street, Newmarket, 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 18th day of November, 1896.

SIDNEY J. ENNION, Clerk to the Urban District Council, Newmarket.

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

Board of Trade.—Session 1897.

Morecambe Urban District Council Electric Lighting (Provisional Order).

(Power to the Urban District Council of Morecambe to Produce Store and Supply Electricity within their District; to Acquire and Appropriate Lands; to Construct Works; to Break Up Streets, Railways, Tramways, &c.; to Lay Down or Erect Mains, Pipes, and Wires and other things; to Levy Rates and Charges; to Borrow Money, &c.; to Repeal, Alter, Amend, or Apply the Morecambe Electric Light and Power Order, 1890; Application of Funds and Revenue; Incorporation of Acts; and other purposes.)

NOTICE is hereby given, that the Urban District Council of the Urban District of Morecambe, in the county of Lancaster (hereinafter called the District Council, whose address is the District Council Offices, Morecambe-street, Morecambe) 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) to be confirmed by Parliament in the ensuing session under and subject to the provisions of the Electric Lighting Acts, 1882 and 1890 for all or some of the following purposes, that is to say:—

To authorize the District Council to produce, generate, store, distribute, and supply electricity (as defined by the said Acts) for public and private purposes within the district of the District

Council (which district is hereinafter referred to as the area of supply) and for those purposes to open, break up, and interfere with all streets, roads, and public places, ways, footpaths, railways, tramways, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, and telephone posts and wires, and other electric wires and apparatus within the area of supply; and to lay down, set up, maintain, renew and remove, either above or underground or otherwise, works, stations, buildings, mains, pipes tubes, wires, posts, distributing-boxes, apparatus, and other matters and things required, for enabling the District Council to produce, generate, supply, store, convey, transmit, or distribute electricity within the area of supply and to confer all such other powers upon the District Council as may be necessary for effecting those objects.

To enable the District Council 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 belonging to or held by them, and to erect, maintain, alter, renew, work, and use upon such lands all necessary stations, buildings, store-houses, engines, machinery, dynamos, accumulators, batteries, apparatus, works, and appliances for the producing, generating, storing, and distributing of electricity, or for other the purposes of the Undertaking.

To authorize the District Council to manufacture, purchase, hire, sell, and let all necessary machines, lamps, accumulators, meters, fittings, plant, machinery, testing instruments, and other things required for the purposes of the Order, and to acquire work and use licences, and deal in patents and patent rights for the producing, storing, controlling, distributing, and measuring, or otherwise relative to the supply of electricity.

To authorize the District 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 worked by or used, or connected therewith.

To authorize the District Council to enter into contracts with companies or persons for the execution and maintenance of the works and the supply of electricity, and to relieve the District Council from the consequences of the acts or defaults of any such contractors, and to empower the District Council to sell, transfer, or lease to any Corporation, Company, or person all or some of the rights, powers, privileges, and obligations to be conferred or imposed by the Order.

To empower the District Council to prescribe the form and nature of meters, fittings, and fixtures, to enable the District Council to supply, inspect, examine, test, certify, and stamp the same, and to appoint, license, and remunerate electric inspectors, fitters, and workmen, and to prohibit others from executing works in relation thereto, and to make and enforce bye-laws and regulations in respect of all or some of the matters aforesaid.

To authorize the District Council to enter upon any houses, buildings, or lands supplied or proposed to be supplied with electricity for any purpose relating to such supply or of the Order.

To empower the District Council to borrow or raise money for the purposes of the Order and to charge the money so borrowed upon the General District Fund or Rate, and to apply any of their other funds to any of the purposes of the Order, and to make provisions for the borrowing or raising of such moneys.

To incorporate with the Order and to extend and apply to the proposed Undertaking and works

and of the District Council as Undertakers of the same, and with or without variation all or some of the provisions of the Electric Lighting Acts 1882 and 1890 or any Acts amending the same and of the Acts or portions of the Acts incorporated therewith, and the Public Authorities Protection Act, 1833, and section 265 of the Public Health Act, 1875, and the Order 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 its objects into effect.

To prescribe and limit the area within which mains shall be laid down within a limited period and in which electricity shall at first be supplied, and to provide for the ultimate extension thereof over the whole area of supply.

Subject to the conditions of supply it is proposed to place electric lines or other works in, over, under, or along all streets, roads, highways, and other places repairable by the District Council within the said district.

The District Council propose to take power by the Order to break up the following streets, roads, highways, and other places not belonging to or repairable by the District Council, that is to say:—
 Croft-street, George-street, James-street, Charles-street, Henry-street, Out Moss-lane, Moss-lane, Woodhill-lane, Bridge-road, Cross-street, Leister-street, Kiln Pot-lane, Thornton-road, Lamplough-street, Tomlinson's-court, Shaw's yard, New Inn-yard, Hornby-terrace, Back Hornby-terrace, Bath-street, Tomlinson's-yard, Lines-street, New Queen-street, Green-street, Oxford-street, Beecham-street, Highfield-crescent, Springfield, Albert-road, Clarendon-road, Westminster-road, Claremont-road, Regent-road, Parliament-street, Devonshire-road, East-street, West-street, Bold-street, Alexandra-road, Balmoral road, Chatsworth-road, West End-road, The Parks (Bare), Parks-street, Grange-street, Beach-street, Lansdowne-street, Wellington-terrace, Morecambe Pier, Morecambe Harbour, Morecambe Regent-road, West End Pier.

The following are the names of the streets within which the District Council propose to lay electric lines within a period to be prescribed by the Order:—Marine-road (opposite Winterdyne-terrace), part of Alexandra-road, Yorkshire-street, part of Regent-road, part of Parliament-street, part of Albert-road, Marine-road from Regent-road to Green-street, Northumberland-street, Bath-street, Edward-street, Union-street, Victoria-street, Skipton-street, part of Market-street, part of Euston-road, part of Anderton-street, part of Cheapside, part of Moss-lane, part of Pedder-street, part of Queen-street, part of Clarence-street.

The railways and tramways which the District Council propose to take power to break up, pass or cross over or under, are as follows:—London and North Western Railway, Midland Railway, Morecambe Tramways, Lancaster and District Tramways.

To repeal, alter, or amend all or some of the provisions of the Morecambe Electric Light and Power Order, 1890, and to confer on or to transfer to the District Council all or some of the powers conferred on the promoters of that Order and if necessary to confirm any agreements for such transfer.

And notice is hereby further 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

each copy) at the offices of the undermentioned Solicitor 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 Lancaster, at his office, at Preston, and at the office of the Clerk to the District Council, at the Council offices, Morecambe.

And notice is hereby further given, that every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed 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, 1897, and a copy of such objections must at the same time also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 13th day of November, 1896.

WM. TILLY, Morecambe, Solicitor.

HARGREAVES, CROWTHER, BADHAM, and
 JORDAN, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1897.

Tuxford and District Gas.

(Incorporation of Company; Construction of Gasworks; Supply of Gas and Residual Products in Parishes of Tuxford, East Markham, Markham Clinton, Egmontan, and Weston, in the County of Nottingham; Purchase of Lands; Purchase of Undertaking and Winding up of Tuxford Gas Company, Limited; Breaking up Streets, &c; Rates, Rents, and Charges; Supply of gas in Bulk; Patent Rights; Electric Lighting; Incorporation and Amendment of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a company (hereinafter called "the Company"), and to confer upon the Company all or some of the following powers, namely:—

1. To empower the Company, upon the lands hereinafter described, to erect, lay down, provide, and from time to time maintain, alter, improve, enlarge, extend, and renew, or discontinue, gasworks, retorts, gasometers, receivers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, burners, stop-cocks, machinery, and other works and apparatus, and conveniences, and to do all such acts, as they may think proper, for making and storing gas, and for supplying gas of any kind or description, and for any purposes, within the limits of the intended Act, which will comprise the parishes of Tuxford, East Markham, Markham Clinton, Egmontan, and Weston; all in the county of Nottingham, and to make, store, and supply gas accordingly, and to manufacture, sell, provide, supply, and deal in coke, tar, pitch, asphaltum, ammoniacal oil, and all other products or residuum of any materials employed in or resulting from the manufacture of gas, and also meters, fittings, tubes, pipes, and other articles and things in any way connected with gasworks, or with the supply of gas, as they may from time to time think fit.

The lands hereinbefore referred to are all situate in the parish of Tuxford aforesaid, and are as follows:—

- (1) A piece of land situate on the north side of Station-street, numbered 247 on the Ordnance map of the parish of Tuxford aforesaid, on which, or on part of which, the works of the Tuxford Gas Company, Limited, are erected.
- (2) A piece of land situate on the north side of Station-street, numbered 245 on the said Ordnance map, and adjoining the westerly side of the piece of land hereinbefore described.
- (3) A piece of land situate on the north side of Station-street, numbered 249 on the said Ordnance map, and adjoining the easterly side of the piece of land firstly hereinbefore described.
- (4) A piece of land forming part of the Glebe attached to the Vicarage of Tuxford, situate on the north-westerly side of the Darlton-road near to the Tuxford Railway Station on the Great Northern Railway, and bounded on the south-east side by the last-mentioned road, on the north-east by other lands forming part of the same Glebe, on the north-west by a stream or ditch, and on the south-west by the said railway, and a plantation, house, and lands belonging, or reputed to belong, to the Trustee of the late George Marrison. This piece of land is numbered 149 on the said Ordnance map.
3. To empower the Company to purchase and acquire, by compulsion or agreement, the lands secondly, thirdly, and fourthly hereinbefore described, and also to purchase or acquire by agreement such other or additional lands and hereditaments as they may from time to time require for the purposes of their works and undertaking, to hold any of the lands and hereditaments aforesaid, and to sell, let, or dispose of any lands and hereditaments not required for the purposes aforesaid, and to empower the Company to erect, fit up, maintain, and let houses, cottages, and dwellings for the officers, servants, and workmen of the Company, and for any of the purposes of their undertaking.
4. To confer upon the Company all other necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes within the parishes hereinbefore named.
5. To empower the Company to manufacture, purchase, provide, sell, let on hire, use, deal in, and fix stoves, ranges, pipes, meters, fittings, engines, machinery, apparatus, and appliances for lighting, heating, cooking, motive power, ventilating, manufacturing, industrial, and all or any other purpose whatsoever, and to supply or work the same with or by means of gas.
6. To make provision in regard to the price, pressure, quality, and testing of gas.
7. To make provision in regard to the capital, dividends, and borrowing powers of the Company and the management of the affairs of the Company.
8. To enable the Company to acquire and to provide for the transfer to and vesting in the Company of the undertaking, works, lands, property (both real and personal), powers, rights, privileges, and authorities of the Tuxford Gas Company, Limited, for such price or consideration, and upon such terms, conditions, and stipulations as have been or may be agreed upon between the respective Companies, or as may

be expressed or contained in or provided for in the intended Act, and to authorise the Tuxford Gas Company, Limited, to sell and transfer their undertaking, property, and rights, to the Company.

9. To provide for the dissolution and winding-up of the Tuxford Gas Company, Limited, and for the distribution of the purchase money or other consideration amongst the shareholders and others as may be mentioned in the intended Act.

10. To authorise the Company to maintain and use, and from time to time to alter and renew, and make such extensions of the mains, pipes, culverts, drains, and other works of the Tuxford Gas Company, Limited, as may in the opinion of the Company be necessary, and for that purpose, and for the general purposes of the intended Act, to cross, open, break up, divert, stop up, or otherwise interfere with railways, tramways, streets (whether dedicated to the public use or not), roads, highways, footways, lands, sewers, drains, pipes, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals, bridges, navigations, streams, watercourses, and passages or other places within the limits of the intended Act.

11. To authorise the Company to enter upon lands and premises in certain cases, to remove or inspect any pipes and works belonging to the Company, and for other purposes.

12. To authorise the Company to levy and recover rates, rents, and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied, and for work done by the Company, and to recover rates, rents, and charges due and owing to the Tuxford Gas Company, Limited, at the date of the transfer of that Company's undertaking, and generally to confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

13. To authorise the Company to supply gas in bulk to any county or local authority, company, body, or person requiring a supply of gas for any purpose either within or beyond the limits of the intended Act.

14. To authorise the Company to acquire, hold, and use patent rights and licences thereunder for any of the purposes of the intended Act.

15. To empower the Company to apply for a Licence or Provisional Order under the Electric Lighting Acts, 1882 and 1888, and to apply any of their funds for that purpose.

16. To vary or extinguish all or any rights and privileges which would or might interfere with the purposes of the intended Act, and to confer other rights and privileges, and to incorporate with the intended Act and extend and apply as well to the mains, pipes, and works acquired by the Company and laid down or constructed before the passing of the intended Act as to all mains, pipes, and works which may be laid down or constructed under the authority thereof, the powers and provisions of the Gasworks Clauses Act 1847, and the Gasworks Clauses Act, 1871, also to incorporate all or some of the provisions of the Companies Clauses Acts, 1845 to 1889, and the Lands Clauses Acts, and so far as may be necessary or expedient to alter, amend, or extend all or some of the provisions of those Acts or any of them.

Plans of the lands intended to be taken, 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 Nottingham, at his office, in the town of Nottingham, with the clerk of the parish council of the parish of Tuxford, at his residence, or if there is no clerk of the parish council with the chairman of that council, 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 17th day of November, 1896.

MARTIN and SONS, Nottingham, Solicitors for the Bill.

SHARPE, PARKER, PRITCHARDS and BARRHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1897.

Harrow, Uxbridge, and High Wycombe Railway.

(Incorporation of Company; Construction of Railways in Middlesex and Bucks; Compulsory Purchase of Lands; Tolls, &c.; Running Powers; Traffic Facilities; Working and Traffic Agreements; Arrangements with other Companies; Extension of Powers for Purchase of Land and Construction of Ealing and South Harrow Railway; Payment of Interest out of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to incorporate a Company, and to authorise the Company so to be incorporated (in this Notice called "the Company") to make and maintain, in the counties of Middlesex and Bucks the railways and works next hereinafter described, or some of them, or some part or parts thereof, with all proper stations, buildings, sidings, approaches, and other works and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the county of Middlesex 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 county of Buckingham in the parish of Beaconsfield, at the east side of the road leading from Beaconsfield to Amersham, in the field numbered 132 on the 1850 Ordnance Map (first edition, 1875) of the said parish, at a point 13 yards or thereabouts from the south-west corner of the said field.

2. A Railway (No. 2) wholly in the county of Buckingham commencing in the parish of Beaconsfield by a junction with the intended Railway No. 1 hereinbefore described at the termination thereof, and terminating in the borough of Chepping Wycombe at the northern boundary of the allotment number 269 on the 1850 Ordnance Map of the parish of Chepping Wycombe (first edition, 1874-6) at a point 110 yards, or thereabouts, measured in an easterly direction from the south-east corner of the buildings called Temple Farm, as shown on the aforesaid Ordnance Map.

3. A railway (No. 3) wholly in the county of Middlesex, commencing in the parish of Ealing by a junction with Railway No. 3, authorised by the Ealing and South Harrow Railway Act, 1894, at a

point distant five furlongs, or thereabouts, measured along that railway from its commencement as marked and measured on the deposited plans of that railway, referred to in that Act, and terminating in the Parish of Acton by a junction with the Great Western Railway at a point thereon 450 yards, or thereabouts, measured in a westerly direction from the road-bridge over that railway at Acton Station.

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, as marked and measured on the deposited plans of that railway referred to in that Act, 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, as marked and measured on the deposited plans of that railway referred to in that Act, 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. A Railway (No. 6) wholly in the county of Middlesex, commencing in the parish of Hillingdon by a junction with the intended Railway No. 1, hereinbefore described on the northern side of Belmont-road at a point 33 yards or thereabouts, measured in a westerly direction from the junction of the aforesaid road with Fairfield-road, and terminating in the Parish of Hillingdon by a junction with Railway No. 1 authorised by the Uxbridge and Rickmansworth Railway Act, 1896, at or near a point thereon distant 1 mile 6 furlongs 5 chains from its commencement as marked and measured on the deposited Plans of that Railway referred to in that Act.

7. A Railway (No. 7) commencing in the county of Buckingham in the Parish of Denham, by a junction with the intended Railway No. 1, hereinbefore described, where it crosses the River Colne at a point thereon 380 yards, or thereabouts, measured in an easterly direction from the south-east corner of Ivy House Farm buildings, and terminating in the county of Middlesex, in the parish of Hillingdon, by a junction with Railway No. 1 authorised by the Uxbridge and Rickmansworth Railway Act, 1896, at or near a point distant 1 mile 5 furlongs, or thereabouts, measured along that Railway from its commencement as marked and measured on the deposited plans of that Railway referred to in that Act.

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, Harefield, Hillingdon East, Hillingdon West, Denham, Iver (detached), Chalfont St. Peter, Chalfont St. Giles, Gerards Cross, Seer Green, Farnham Royal (detached), Beaconsfield, Penn, Woodburn, Chepping Wycombe, High Wycombe, Willesden, Ealing, Acton, and Twyford, or some or one of them.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz. :—

To deviate laterally from the lines of the intended railways and works, and vertically from the levels thereof, shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To cross, divert, alter, or stop up, temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, telegraphs, electric apparatus, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, and tramways within the parishes, townships, and places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter,

stop up, or interfere with for the purposes of the intended railways and works.

To authorise the Company to purchase and take by compulsion and also by agreement lands, houses, and other property and easements in, under, or over lands for the purposes of the intended railways and works, and notwithstanding the 92nd section of the Land Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any lands, parts only of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property, or parts thereof, so purchased or taken.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, or buildings, which may be rendered insecure or affected by any of the intended works, and which houses, or buildings, may not be required to be taken for the purposes thereof.

To purchase and take for or in connection with the purposes aforesaid certain lands being or reputed to be commons or commonable lands, of which the following are the particulars and the estimated quantities proposed to be taken :—

Name by which the lands are known.	Parish in which the lands are situate.	Estimated quantity within the limits of lateral deviation.	Estimated quantity required to be taken.
Railway No. 1.			
Long Bottom	Seer Green, Bucks ..	A. R. P. 2 0 0	A. R. P. 0 3 0
Railway No. 2.			
The Roundabout	Beaconsfield, Bucks ..	0 3 0	0 2 0

To demand, take, and recover tolls, rates, and charges upon or in respect of the said intended railways, and works, to vary or extinguish existing tolls, dues, rates, and charges, and to confer exemptions from the payment of tolls, rates, dues, and charges.

To demand, take, and recover tolls, rates, and charges upon or in respect of the railways and portions of railways and stations to be run over and used by the Company, as hereinafter mentioned, and to alter the tolls, rates, and charges now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

To empower the Company and any Company or persons for the time being, lawfully working or using the railways of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use, with their engines, carriages, wagons, and officers and servants, for the purposes of traffic of every description, upon such terms and conditions, and upon payment of such tolls and rates as may be agreed upon, or settled by arbitration, or prescribed by the Bill, the railways, portions of railway and stations next hereinafter mentioned, or some part, or parts thereof respectively (that is to say) :—

(a) The Ealing and South Harrow Railway from the junction therewith of the intended Railway No. 1, including the use of the stations on that Railway.

(b) The Railway of the Uxbridge and Rickmansworth Railway Company from the junction therewith of the intended Railways Nos. 6 and 7, and the use of the stations on that Railway.

(c) So much of the Great Western Railway as lies between the point of termination of the intended Railway No. 3 above described, and the Acton Station of the Great Western Railway Company including that Station.

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.

The Bill will authorise the Company on the one hand, and the Midland Railway Company, the Metropolitan District Railway Company, the Ealing and South Harrow Railway Company, the Uxbridge and Rickmansworth Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, or any one or more of those Companies on the other hand from time to time to enter into and carry into effect contracts, agreements and arrangements, with respect to the constructing, working, use, management, and maintenance of some part or parts of the intended railways and works, or their respective railways, the supply and maintenance of engines, rolling stock and plant,

and the employment of officers and servants, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the fixing, collection, payment, division and appropriation of the tolls, rates, fares, and charges, and other income and profits arising from the traffic on the railways of the contracting Companies; and the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the railways of those Companies.

The Bill will provide for the extension of the powers for the compulsory purchase of lands, and also for an extension of time for the construction and completion of the railways and works authorised by the Ealing and South Harrow Railway Act, 1894.

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.

The Bill will enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital or funds of the Company from time to time interest or dividends on any shares or stock of the Company.

The Bill will enable the Company, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, contained to the contrary, to put in force the powers of the special Act for the compulsory purchase of land for and the construction of any one or more of the railways and works thereby authorised without having first raised the whole of the capital or estimated sum for the undertaking.

The Bill will vary or extinguish all rights and privileges which would interfere with any of the objects thereof, or any such contracts, agreements, arrangements, or facilities as aforesaid, and confer other rights and privileges.

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.

To repeal, alter, enlarge, or amend, so far as may be necessary, the Ealing and South Harrow Railway Act, 1894, the Uxbridge and Rickmansworth Railway Act, 1896; 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; 5 and 6 Will. IV., cap. 107, and all other Acts relating to the Great Western Railway Company or their undertaking, and all other Acts, if any, which may relate to or be affected by the objects of the Bill.

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 an Ordnance Map with the lines of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette, will, 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 Buckingham, at his office at Aylesbury; and on or before the same day, copies of so much of the same 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, together with a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of rural parishes in which a parish council has been elected with the clerk of the parish council, or in the absence of a clerk with the chairman of the parish council 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 16th day of November, 1896.

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

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

Board of Trade.—Session 1897.

Carlisle Tramways.

(Provisional Order.)

(Construction of Street Tramways in and near Carlisle; Gauge; Use of Mechanical Power on Intended Tramways; Tolls; Provision for Protection of Works; Purchase of Electric Power from other Companies; Agreements.)

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 under the Tramways Act, 1870, for all or some of the following purposes (that is to say):—

To authorise a Company to be incorporated in accordance with the rules 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"), and to authorise the Promoters to construct, lay down, maintain, and use with all proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith the tramways hereinafter described, or some or one of them (that is to say):—

Tramway No. 1, commencing in Botchergate at a point distant 0.60 chain east of the intersection of the centre lines of the Crescent and Botchergate, passing thence in an easterly direction along Botchergate and London-road, and terminating therein

at a point 1·20 chains west of the intersection of the centre lines of the River Petteril under the Petteril Bridge and London-road.

Tramway No. 1 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

(a) In Botchergate, from its point of commencement for a distance of 1 chain.

(b) In Botchergate and London-road, between points respectively 1·90 chains and 4·90 chains east of the intersection of the centre lines of South Henry-street and Botchergate.

(c) In London-road, between points respectively 4·70 chains and 7·70 chains east of the intersection of the centre lines of Woodrouffe-terrace and London-road.

(d) In London-road, for a distance of 9·60 chains and 6·60 chains respectively from its point of termination.

Tramway No. 2, commencing in Botchergate by a junction with Tramway No. 1 at a point distant 1·00 chain east of the intersection of the centre lines of Union-street and Botchergate, passing thence in a southerly direction into and along St. Nicholas-street, St. Nicholas Bridge, and Blackhall-street, terminating in the last-mentioned street at a point corresponding with the intersection of the centre lines of Beaconsfield-street and Blackhall-street.

Tramway No. 2 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

(a) In Botchergate and St. Nicholas-street, for a distance of 1·50 chains from its point of commencement.

(b) In St. Nicholas-street and St. Nicholas Bridge, between points respectively 4·60 chains and 7·60 chains south of the intersection of the centre lines of Court-street and St. Nicholas-street.

(c) In St. Nicholas Bridge, between points respectively 6·00 chains and 3·00 chains north of the intersection of the centre lines of Nicholas-street and Blackhall-street.

(d) In Blackhall-street, between points respectively 4·00 chains and 1·00 chain north of the intersection of the centre lines of Beaconsfield-street and Blackhall-street.

Tramway No. 3, commencing in Botchergate by the junction with Tramways Nos. 1 and 8 at the point of their commencement, passing thence in a westerly direction into and along English-street, and terminating therein at the point of intersection of the centre lines of Devonshire-street and English-street.

Tramway No. 3 is intended to be laid as a double line, except at the following places, where it is intended to be laid single (that is to say):—

(a) In English-street, for a distance of 1·60 chains east of the intersection of the centre lines of Devonshire-street and English-street.

Tramway No. 4, commencing in English-street by a junction with Tramways Nos. 3, 11, and 12 at the point of termination of Tramway No. 3, passing thence in a north-westerly direction along English-street, and terminating therein at a point 0·60 chain north of the intersection of the centre lines of Bank-street and English-street.

Tramway No. 4 is intended to be laid as a double line, except at the following places, where it is intended to be laid single (that is to say):—

(a) In English-street, from the commencement of the tramway for a distance of 2·10 chains from its point of commencement.

Tramway No. 5, commencing in English-street by a junction with Tramways Nos. 4 and 15 at the termination of Tramway No. 4, passing thence in a westerly direction into and along Castle-street, Annetwell-street, and Caldew Bridge, and terminating therein at a point 0·40 chain east of the intersection of the centre lines of Devonshire-walk and Caldew Bridge.

Tramway No. 5 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

(a) In English-street, from the commencement of the tramway for a distance of 4·10 chains.

(b) In Castle-street, between points respectively 11·70 chains and 15·70 chains west of the intersection of the centre lines of St. Cuthbert's-lane and Castle-street.

Tramway No. 6, commencing in Caldew Bridge by a junction with Tramway No. 5 at its point of termination, passing thence in a westerly direction along Caldew Bridge, Bridge-street, Church-street, Caldcoats, and terminating in Caldcoats at a point 1·70 chains west of the intersection of the centre lines of Morton-street and Church-street.

Tramway No. 6 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

(a) In Caldew Bridge and Bridge-street, between points respectively 3·10 chains and 0·10 chain east of the intersection of the centre lines of Bridge-lane and Bridge-street.

(b) In Church-street, between points respectively 4·50 chains and 13·30 chains west of the intersection of the centre lines of Bridge-lane and Bridge-street.

Tramway No. 7, commencing in Caldcoats by a junction with Tramway No. 6 at its point of termination, passing thence in a westerly direction along Caldcoats, Port-road, Newtown-place, Colin-place, and Newtown, and terminating therein at a point 2·00 chains east of the intersection of the centre lines of Shady Grove-lane and Newtown.

Tramway No. 7 is intended to be laid as a single line except, at the following places, where it is intended to be laid double (that is to say):—

(a) In Port-road, between points respectively 5·20 chains and 8·20 chains west of the intersection of the centre lines of Canal-street and Port-road.

(b) In Newtown-place, between points respectively 0·80 chain and 3·80 chains west of the intersection of the centre lines of Howard-street and Newtown-place.

(c) In Colin-place, between points respectively 13·90 chains and 16·90 chains west of the intersection of the centre lines of Howard-street and Newtown-place.

(d) In Newtown, between points respectively 3·50 chains and 0·50 chain east

of the intersection of the centre lines of Shady Grove-lane and Newtown.

Tramway No. 8; commencing in Botcher-gate by a junction with Tramways Nos. 1 and 3 at a point distant 0·60 chain east of the intersection of the centre lines of the Crescent and Botcher-gate, passing thence in a northerly direction into and along the Crescent, easterly along Henry-street and Warwick-road, terminating in Warwick-road at a point 0·60 chain east of the intersection of the centre lines of Hartington-place and Warwick-road.

Tramway No. 8 is intended to be laid as a double line throughout.

Tramway No. 9, commencing in Warwick-road by a junction with Tramways Nos. 8 and 15 at their point of termination, passing thence in an easterly direction along Warwick-road, terminating therein at a point 10·00 chains east of the intersection of the centre lines of Botcherby Old-road and Warwick-road.

Tramway No. 9 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Warwick-road, from the commencement of the tramway for a distance of 3·60 chains.
- (b) In Warwick-road, between points respectively 6·40 chains and 9·40 chains east of the intersection of the centre lines of Broad-street and Warwick-road.
- (c) In Warwick-road, between points respectively 2·70 chains and 5·70 chains east of the intersection of the centre lines of Botcherby Old-road and Warwick-road.

Tramway No. 10, commencing in Warwick-road by a junction with Tramway No. 9 at its point of termination, passing thence in an easterly direction along Warwick-road, and terminating therein at a point 1·40 chains east of the intersection of the centre lines of Carlton-terrace and Warwick-road.

Tramway No. 10 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Warwick-road, between points respectively 3·60 chains and 0·60 chain west of the intersection of the centre lines of Carlton-terrace and Warwick-road.

Tramway No. 11, commencing in Lowther-street by a junction with Tramway No. 16 at a point distant 0·70 chain south of the intersection of the centre lines of Devonshire-street and Lowther-street, passing thence in a westerly direction into and along Devonshire-street, terminating in English-street by a junction with Tramway No. 3 at its point of termination.

Tramway No. 11 is intended to be laid as a single line throughout.

Tramway No. 12, commencing in English-street by a junction with Tramway No. 11 at its point of termination, passing thence in a north-westerly direction into and along Victoria Viaduct and Denton-street, and terminating in Denton-street at a point 0·30 chain north of the intersection of the centre lines of Norfolk-street and Denton-street.

Tramway No. 12 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Victoria Viaduct, between points respectively 0·70 chain and 3·70 chains south of the intersection of the centre lines of West Walls and Victoria Viaduct.
- (b) In Victoria Viaduct, between points respectively 10·20 chains and 13·20 chains south of the intersection of the centre lines of West Walls and Victoria Viaduct.
- (c) In Victoria Viaduct, between points respectively 6·30 chains and 9·30 chains west of the intersection of the centre lines of James-street and Victoria Viaduct.
- (d) In Denton-street, between points respectively 3·70 chains and 6·70 chains south of the intersection of the centre lines of Thomas-street and Denton-street.
- (e) In Denton-street, between points respectively 5·80 chains and 7·60 chains south of the intersection of the centre lines of Nelson-street and Denton-street.

Tramway No. 13, commencing in Denton-street by a junction with Tramway No. 12 at its point of termination, passing thence in a southerly direction along Denton-street, and terminating therein at a point corresponding with the points of intersection of the centre lines of North-street and Denton-street.

Tramway No. 13 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Denton-street, from the commencement of the tramway for a distance of 1·20 chains.
- (b) In Denton-street, between points respectively 10·00 chains and 13·00 chains south of the intersection of the centre lines of Dale street and Denton-street.

Tramway No. 14, commencing in Norfolk-road at a point distant 0·40 chain east of the intersection of the centre lines of Murrell Hill-road and Norfolk-road, passing thence in an easterly direction along Norfolk-road and Norfolk-street, and terminating in Denton-street by a junction with Tramway No. 12 at its point of termination.

Tramway No. 14 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Norfolk-road, between points respectively 6·40 chains and 9·40 chains east of the intersection of the centre lines of Murrell Hill-road and Norfolk-road.
- (b) In Norfolk-street and Denton-street, for a distance of 1·00 chain from its point of termination.

Tramway No. 15, commencing in English-street by a junction with Tramway No. 4 at its point of termination, passing thence in an easterly direction into and along Bank-street, Lonsdale-street, Chiswick-street, southerly along Hartington-place, and easterly into and terminating in Warwick-road by a junction with Tramway No. 8 at its point of termination.

Tramway No. 15 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say) :—

- (a) In Lonsdale-street, between points respectively 1·50 chains and 4·50 chains east of the intersection of the centre lines of Lowther-street and Lonsdale-street.
- (b) In Chiswick-street, between points respectively 4·80 chains and 7·80 chains east of

the intersection of the centre lines of Spencer-street and Chiswick-street.

Tramway No. 16, commencing in Eden Bridge by a junction with Tramways Nos. 17 and 18 at a point distant 0.60 chain north of the intersection of the centre lines of Eden Bridges and Lowther-street, passing thence in a south-easterly direction into and along Lowther-street, and continuing therein in a southerly direction, terminating in the Crescent at a point 0.70 chain south of the intersection of the centre lines of Henry-street and Lowther-street.

Tramway No. 16 is intended to be laid as a double line, except at the following place, where it is intended to be laid single (that is to say):—

- (a) In Eden Bridges and Lowther-street, for a distance of 6.00 chains from its point of commencement.

Tramway No. 17, commencing in Eden Bridges by a junction with Tramways Nos. 16 and 18 at the point of commencement of Tramway No. 16, passing thence in a southerly direction along Eden Bridges, Rickergate, Scotch-street, and English-street, and terminating in the last-mentioned street by a junction with Tramway No. 5 at a point 1.80 chains north of the intersection of the centre lines of Bank-street and English-street.

Tramway No. 17 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

- (a) In Rickergate, between points respectively 0.30 chain and 3.30 chains south of the intersection of the centre lines of Corporation-road, in Rickergate.
- (b) In Scotch-street, for a distance of 4 chains from its point of termination.

Tramway No. 18, commencing in Eden Bridge by a junction with Tramways Nos. 16 and 17 at their points of commencement, passing thence in a north-westerly direction along Eden Bridge and northerly along Scotland-road, terminating in the last-mentioned road at a point 3.80 chains north of the intersection of the centre lines of Church-street and Scotland-road.

Tramway No. 18 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

- (a) In Scotland-road, between points respectively 4.20 chains and 7.20 chains north of the intersection of the centre lines of St. George's-crescent and Scotland-road.

Tramway No. 19, commencing in Scotland-road by a junction with Tramway No. 18 at its point of termination, passing thence in a northerly direction along Scotland-road, and terminating therein at a point 7.70 chains north of the intersection of the centre lines of Rosebery-road and Scotland-road.

Tramway No. 19 is intended to be laid as a single line, except at the following place, where it is intended to be laid double (that is to say):—

- (a) In Scotland-road, between points respectively 3.20 chains and 6.20 chains north of the intersection of the centre lines of Rosebery-road and Scotland-road.

Tramway No. 20, commencing in Etterby Scaur at a point distant 3.10 chains west of the intersection of the centre lines of Eden-road and Etterby Scaur, passing

thence in an easterly direction along Etterby Scaur, Eden-place, Etterby-street, and terminating in Scotland-road by a junction with Tramways Nos. 18 and 19 at the point of termination of Tramway No. 18.

Tramway No. 20 is intended to be laid as a single line, except at the following places, where it is intended to be laid double (that is to say):—

- (a) In Etterby Scaur and Eden-place, between points respectively 2.10 chains west and 0.90 chain east of the intersection of the centre lines of Eden-road and Etterby Scaur.
- (b) In Eden-place and Etterby-street, between points respectively 8.10 chains and 11.10 chains east of the intersection of the centre lines of Eden-road and Etterby Scaur.

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 side or sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1.—(a) In London-road, on both sides thereof, between points respectively 4.90 chains and 7.50 chains east of the intersection of the centre lines of Woodrouffe-terrace and London-road.

Tramway No. 2.—(a) In St. Nicholas-street, on both sides thereof, between points respectively 1.40 chains and 10.30 chains south of the intersection of the centre lines of London-road and St. Nicholas-street.

(b) In St. Nicholas Bridge, on both sides thereof, between points respectively 1.40 chains and 9.40 chains south of the intersection of the centre lines of Woodrouffe-terrace and St. Nicholas-street.

(c) In St. Nicholas Bridge, on both sides thereof, between points respectively 10.20 chains and 13.50 chains south of the intersection of the centre lines of Woodrouffe-terrace and St. Nicholas-street.

(d) In St. Nicholas Bridge, on both sides thereof, between points respectively 15.70 chains and 18.30 chains south of the intersection of the centre lines of Woodrouffe-terrace and St. Nicholas-street.

(e) In Blackhall-street, on both sides thereof, between points respectively 2.80 chains and 3.90 chains south of the intersection of the centre lines of Nicholson-street and Blackhall-street.

(f) In Blackhall-street, on both sides thereof, between points respectively 4.60 chains and 7.40 chains south of the intersection of the centre lines of Nicholson-street and Blackwell-street.

Tramway No. 3.—(a) In English-street, on both sides thereof, between points respectively 1.80 chains and 0.40 chain south of the intersection of the centre lines of Devonshire-street and English-street.

Tramway No. 5.—(a) In Castle-street, on both sides thereof, between points respectively 3.80 chains and 5.50 chains west of the intersection of the centre lines of St. Cuthbert's-lane and Castle-street.

(b) In Annetwell-street, on both sides thereof, between points respectively 0.70 chains and 6.00 chains west of the intersection of the

centre lines of Devonshire-walk and Annetwell-street.

Tramway No. 6.—(a) In Caldew Bridge, on both sides thereof, between points respectively 1.50 chains and 5.70 chains west of the intersection of the centre lines of Devonshire-walk and Caldew Bridge.

Tramway No. 7.—(a) In Caldcoats and Port-road, on both sides thereof, between points respectively 4.80 chains and 21.40 chains west of the intersection of the centre lines of Morton-street and Caldcoats.

(b) In Newtown-place, on both sides thereof, between points respectively 1.10 chains and 3.70 chains west of the intersection of the centre lines of Howard-street and Newtown-place.

(c) In Newtown-place, on both sides thereof, between points respectively 1.10 chains and 3.70 chains west of the intersection of the centre lines of Howard-street and Newtown-place.

(d) In Colin-place, on both sides thereof, between points respectively 14.00 chains west of the intersection of the centre lines of Howard-street and Newtown-place.

Tramway No. 9.—(a) In Warwick-road, on both sides thereof, between points respectively 6.70 chains and 9.20 chains east of the intersection of the centre lines of Broad-street and Warwick-road.

(b) In Warwick-road, on both sides thereof, between points respectively 3.10 chains and 5.40 chains east of the intersection of the centre lines of Botcherby Old-road and Warwick-road.

Tramway No. 10.—(a) In Warwick-road, on both sides thereof, between points respectively 3.40 chains and 0.70 chain west of the intersection of the centre lines of Carlton-terrace and Warwick-road.

Tramway No. 12.—(a) In Victoria Viaduct, on both sides thereof, between points respectively 0.80 chain and 3.60 chains south of the intersection of the centre lines of West Walls and Victoria Viaduct.

(b) In Victoria Viaduct, on both sides thereof, between points respectively 0.50 chain and 2.40 chains west of the intersection of the centre lines of James-street and Victoria Viaduct.

(c) In Victoria Viaduct, on both sides thereof, between points respectively 0.60 chain and 2.60 chains south-west of the intersection of the centre lines of Charlotte-street and Victoria Viaduct.

(d) In Denton-street, on both sides thereof, between points respectively 3.80 chains and 6.50 chains south of the intersection of the centre lines of Thomas-street and Denton-street.

Tramway No. 13.—(a) In Denton-street, on both sides thereof, between points respectively 0.20 chain and 1.00 chain south of the intersection of the centre lines of Norfolk-street and Denton-street.

(b) In Denton-street, on both sides thereof, between points respectively 10.20 chains and 13.00 chains south of the intersection of the centre lines of Dale-street and Denton-street.

Tramway No 14.—(a) In Norfolk-road and Norfolk-street, on both sides thereof, between its points of commencement and termination.

Tramway No. 15.—(a) In Lonsdale-street, on both sides thereof, between points respectively 1.70 chains and 4.20 chains east of

the intersection of the centre lines of Lowther-street and Lonsdale-street.

(b) In Chiswick-street, on both sides thereof, between points respectively 5.10 chains and 7.70 chains east of the intersection of the centre lines of Spencer-street and Chiswick-street.

Tramway No. 17.—(a) In Rickergate, on both sides thereof, between points respectively 5.20 chains and 6.30 chains south of the intersection of the centre lines of Corporation-road and Rickergate.

(b) In Rickergate, on both sides thereof, between points respectively 7.60 chains and 9.50 chains south of the intersection of the centre lines of Corporation-road and Rickergate.

Tramway No. 18.—(a) In Eden Bridge, on both sides thereof, between points respectively 4.20 chains and 10.10 chains north-west of the intersection of the centre lines of Lowther-street and Eden Bridge.

(b) In Scotland-road, on both sides thereof, between points respectively 0.70 chain and 1.50 chains north of the intersection of the centre lines of Church-street and Scotland-road.

Tramway No. 20.—(a) In Eden-place, on both sides thereof, between points respectively 0.30 chain and 0.90 chain east of the intersection of the centre line of Eden-road and Etterby Scaur.

(b) In Eden-place and Etterby-street, on both sides thereof, between points respectively 7.70 chains and 11.00 chains east of the intersection of the centre lines of Eden-road and Eden-place.

All the before-mentioned tramways will be made and pass from, in, through, or into the following parishes, townships, or extra parochial places, or some or one of them (that is to say), St. Mary, St. Cuthbert, Stanwix, Etterby, Botchergate, Caldewgate, Rickergate, Botcherby, and Cummersdale, all in the county of Cumberland.

The tramways will be constructed on the gauge of 3 feet 6 inches, or such other gauge as the Board of Trade may authorise, and it is not proposed to run over any of the said tramways carriages or trucks adopted for use upon railways.

To authorise the Promoters to work and use the intended tramways, or any of them, by means of carriages, trucks, and vehicles propelled by animal power and electrical power either carried in the carriages, vehicles, and trucks, or generated and applied from stations or other mechanical power, stationary or otherwise, and for that purpose 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 licences and to use patent and other rights and licences in relation to any such electrical or other power.

To authorise 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, turnouts, and other works 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 roads, or for providing access to any stable or carriage sheds, stations, works, or buildings of the Promoters.

To empower the Promoters 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 make provision for preventing injury to any tramways belonging to, or worked, or used by the Promoters, 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 Promoters, 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 may be defined in the Order.

To enable the Promoters to levy tolls and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or charges.

To 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 empower the Promoters, on the one hand, and the Mayor, Aldermen, and burgesses of the city of Carlisle, and any other local authority, or any one or more of them, on the other hand, 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 already entered into or to be entered into, to empower the said Mayor, Aldermen, and burgesses of the city of Carlisle, or such local authority, to apply to any of the purposes aforesaid any of their corporate funds or other moneys under their control.

To empower the Promoters 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 Order.

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 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 Order, and to confer other rights and privileges.

To incorporate in the Order and extend and apply to the intended tramways and works the whole or some of the 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 Locomotives Acts, 1861 and 1865, and the Highways and Locomotives Amendment Act, 1878.

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 a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Peace and Town Clerk for the city of Carlisle, at the office of the Clerk of the Peace for the county of Cumberland, at their respective offices in the city of Carlisle, at the office of the Clerk of the Parliaments, House of Lords, at the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of such draft 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 intended application, may do so by letter addressed to the Assistant-Secretary of the Railway Department, Board of Trade, Whitehall, London, on or before the 15th 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 the 25th day of November, 1896.

MILWARD and Co., 188, Fleet-street,
London, E.C., and 41, Waterloo-street,
Birmingham, Solicitors for the Order.
J. D. TETLEY, 16, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1897.

Macclesfield and Leek Railway.

(Incorporation of Company; Construction of Railways and other Works in the Counties of Chester and Stafford; Compulsory Purchase of Lands, Houses, and other Property; Interference with Streets and Roads; Power to take Portions of Properties; Special Powers to Limited Owners; Agreements with Local Authorities, &c.; Alteration or Repeal of Certain Provisions of the Lands Clauses Acts, and the Railways Clauses Consolidation Acts; Tolls; Payment of Interest out of Capital during Construction; Running Powers over Portions of the London and North Western Railway, the North Staffordshire Railway, the Manchester, Sheffield, and Lincolnshire Railway, and the Railway of the Macclesfield Committee; Working, Traffic, and other Agreements with London and North Western,

Lancashire and Yorkshire, North Staffordshire, Manchester, Sheffield, and Lincolnshire, and Great Northern Railway Companies; Powers to those Companies to Raise Capital and Contribute Towards Cost of Constructing the Railways, &c.; Substitution of the said Companies or any of them or any other Railway Company for the Company in and during the Progress of the Bill, or at a future time; Amendment, &c., of Acts; and other Purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for the following, or some of the following, among other objects and powers:—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to enable the Company to construct and maintain, with all proper stations, sidings, junctions, approaches, works, machinery, appliances, and conveniences connected therewith, or incidental thereto, the following railways, or some of them, or some part or parts thereof respectively (that is to say):—

(1) A railway (No. 1), commencing by a junction with the railway of the London and North Western Railway Company, in the parish of Butley, at a point 70 yards or thereabouts measured along that railway in a southerly direction from the southern face of the bridge crossing that railway, and shown on the $\frac{1}{25000}$ Ordnance map of the parish of Butley as connecting the fields numbered 321, 323, and 447 thereon, and terminating in the parish and borough of Macclesfield, and ancient parish of Prestbury, at the northern fence of the field numbered 413 on the $\frac{1}{25000}$ Ordnance map of that parish, at a point on the said fence 4 yards or thereabouts measured in an easterly direction along the said fence from the north-western corner of the last mentioned field.

Which said intended Railway (No. 1) will be made or pass from, in, through, or into the following parishes and places, or some of them, viz., Butley, Prestbury, Upton, and Macclesfield:

(2) A railway (No. 2), commencing in the parish and borough of Macclesfield and ancient parish of Prestbury, in the county of Chester, at the point hereinbefore described as the termination of Railway (No. 1), and terminating at a point in the parish of Leek on the fence dividing the field numbered 406 on the $\frac{1}{25000}$ Ordnance map of the parish of Leek and Lowe from the road numbered 407 on that map of that parish, and 17 yards or thereabouts measured along the said fence in a north-easterly direction from the southern corner of the said field.

Which said intended Railway (No. 2) will be made or pass from, in, through, or into the following parishes and places, or some of them, viz., Prestbury, Macclesfield, Sutton, Gawsforth, Bosley, and Wincle, in the county of Chester, and Heaton, Leek Frith, Tittesworth, Lowe, and Leek, in the county of Stafford.

(3) A railway (No. 3), commencing in the parish and borough of Macclesfield and ancient parish of Prestbury by a junction with the intended Railway (No. 2) at a point thereon where it is crossed by the fence dividing the fields numbered 816 and

818 on the $\frac{1}{25000}$ map for the parish of Macclesfield at a point on that fence 263 yards or thereabouts measured in a south-westerly direction along the fence from the south-west side of the road numbered 803 as aforesaid, and terminating by a junction with a railway of the North Staffordshire Railway Company at the point on that railway at which it is crossed by the boundary between the parishes of Gawsforth and Sutton.

Which said intended Railway (No. 3) will be made or pass from, in, through, or into the parishes and places or some of them, viz., Prestbury, Macclesfield, Gawsforth, and Sutton, in the county of Chester.

(4) A railway (No. 4), commencing in the parish and borough of Macclesfield and ancient parish of Prestbury by a junction with the railway of the North Staffordshire Railway Company at the western face of the bridge carrying the road over the railway, and numbered 843 on the $\frac{1}{25000}$ map for the parish of Macclesfield, and terminating in the parish of Sutton by a junction with the intended Railway (No. 2) at a point on the fence dividing the fields numbered 229 and 234 on that Ordnance map, 213 yards or thereabouts measured along that fence from its junction with the fence dividing the fields numbered 234 and 235 on that Ordnance map.

Which said intended Railway (No. 4) will be made, or pass from, in, through, or into the following parishes and places, or some of them, viz., Prestbury, Macclesfield, Sutton, and Gawsforth, in the county of Chester.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently (and if permanently to appropriate the site and soil of), roads, tramways, drains, sewers, outfalls, gas, water, and electric mains, pipes, telephones and telephonic apparatus, navigations, canals; rivers, streams, and water-courses, and to remove and interfere with telegraphic, telephonic, and electric apparatus so far as may be necessary or convenient in constructing or maintaining the said intended railways and works, and particularly so to stop up and appropriate the site and soil of, and to extinguish all rights of way and other rights, whether public or private, in or over any street or road or portion thereof respectively shown on the plans to be deposited as hereinafter mentioned as intended to be stopped up.

3. To empower the Company to deviate in the construction of the intended railways and works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to any extent within the limits of deviation, to be shown on the said plans or as will be authorised by the Bill.

4. To empower the Company to purchase or acquire by compulsion or agreement, lands, houses, buildings, and other property and easements in the several parishes and places aforesaid, for the purposes of the intended railways and works, or any of them, or of the Bill.

5. To authorise the Company to levy tolls, rates, and charges in respect of such railways and works, to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, and charges, and to exercise other rights and privileges.

6. To enable and authorise any tenant for life of or other person, having a limited estate or interest in any lands which would or might be benefited or improved in value by or would

derive facilities or accommodation from the construction or working of the intended railways, or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways, or any of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations, pecuniary or otherwise, including the acceptance of payment in fully-paid shares of the Company, and upon such terms and conditions as may 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.

7. To demise and lease any lands, superfluous or otherwise, for the time being belonging to the Company for such periods and on such terms as the Company think fit, and to exempt all or some of such lands and the Company in respect thereof from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

8. To enable the Company on the one hand and the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the North Staffordshire Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Great Northern Railway Company (hereinafter referred to as "the said Companies") on the other hand, or any one or more of those Companies, from time to time to enter into and fulfil agreements with respect to the construction, maintenance, working, use, and management of the intended railways and works, or any part or parts thereof respectively, and the conveyance of traffic thereon, the supply of rolling stock and plant, and of officers and servants for the conveyance and conduct of the traffic of the intended railways, and the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the regulation, collection, transmission, interchange, accommodation, delivery, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, or any of them, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of a joint committee for carrying into effect any such agreement as aforesaid, and to confirm any agreement which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

9. To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-

places, booking offices, warehouses, approaches, engine sheds, sidings, turn-tables, telegraphs, telephones, signals, works, machinery, appliances, and conveniences connected therewith respectively, that is to say:—

(1) So much of the Macclesfield Branch of the London and North Western Railway as lies between the point of junction therewith of the intended Railway (No. 1) and Prestbury Railway Station, including that station, and so much of the said branch as lies between Prestbury Station and the station for goods and passengers at Hibel-road, in Macclesfield, including those stations.

(2) So much of the North Staffordshire Railway as lies between the point of junction therewith of the intended Railway (No. 4) and the stations for goods and passengers at Hibel-road, in Macclesfield, including those stations.

(3) So much of the railway of the Macclesfield Committee of the Manchester, Sheffield, and Lincolnshire and North Staffordshire Railway Companies as lies between the Central Station at Macclesfield and Bollington Station, including those stations and the goods stations attached thereto respectively.

And to authorise the Company to levy tolls, rates, and charges upon or in respect of the railways and portions of railways and stations so as to be run over and used, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges.

10. To require the Companies owning or working the said portions of railways and stations respectively, to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, as failing agreement, may be determined by arbitration, or defined by the Bill, and to enable the Company and all other Companies and persons as aforesaid, to levy and receive tolls, rates, and charges in respect of the conveyance of passengers, animals, and things, over the before-mentioned railways and portions of railway, and to alter the tolls, rates, and charges to be taken thereon, and to confer exemptions from such tolls, rates, and charges.

11. The Bill will or may authorise the said Companies or one or more of them instead of or jointly with the Company, to execute the intended railways and works, or some of them, and to exercise the powers hereinbefore specified as to be executed and exercised by the Company, wholly or in such proportions and upon such conditions, and subject to such restrictions as the Bill may define, or as Parliament may prescribe.

12. To enable the said Companies, or one or more of them, to and for the purposes of the Bill to be executed or fulfilled by them, apply their existing funds and any moneys which they are authorised to raise, and to raise additional capital by shares or stock and by borrowing, and the Bill will or may authorise the said Companies, or one or more of them, to subscribe and contribute funds for or towards the making and maintaining of the intended railways, or any of them, and other works, and

to take and hold shares, stocks, debentures, debenture stock, or other securities of the Company, or guarantee interest or dividends upon the whole or some part of the capital of the Company, subject to such terms and conditions as have been or may be agreed on or as may be fixed by the Bill, and for all or any such purposes to apply their funds and revenues, and to raise additional capital by the creation and issue of new ordinary or guaranteed or preferred or deferred shares or stock, and by borrowing on mortgage or bond or by any of those modes or as may be fixed by the Bill.

13. To authorise the Company and any local authority, public body, corporation, company, or person to enter into and fulfil contracts and agreements for and in relation to all or any of the objects of the Bill, and to confer all necessary powers for that purpose on such local authority, public body, corporation, company, or person.

14. 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, interest or dividends on any shares or stock of the Company.

15. To exempt the Company from the provisions of Section 92 of the Lands Clauses Consolidation Act, 1845, and enable them to acquire compulsorily part only of any lands, buildings, or manufactories, without taking the whole thereof, and also any vaults, cellars, arches, or other premises attached or belonging to any house or other building or manufactory, and notwithstanding anything in that Act to the contrary, to put in force the powers of the special Act for the compulsory purchase of land for the construction of any one or more of the railways and works thereby authorised without having first raised the whole of the capital or estimated sum for the undertaking, and if thought fit to constitute one or more of the intended railways and works a separate undertaking with all necessary and convenient powers for the working and carrying on of such separate undertaking.

16. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "the Companies Clauses Act, 1845, 1863, and 1869," "the Lands Clauses Acts," "the Railway Clauses Acts, 1845 and 1863," and it will, so far as may be necessary or expedient for the purposes thereof, repeal, amend, and enlarge the powers and provisions of the following local and personal Acts (that is to say):— 6 and 7 Will. IV, cap. 111, and all other Acts relating directly or indirectly to the Lancashire and Yorkshire Railway Company, 9 and 10 Vict., cap. 71, and all other Acts relating directly or indirectly to the Great Northern Railway Company, 9 and 10 Vict., cap. 204, and all other Acts relating directly or indirectly to the London and North Western Railway Company, 10 and 11 Vict., cap. 108, and all other Acts relating directly or indirectly to the North Staffordshire Railway Company, 12 and 13 Vict., cap. 81, and all other Acts relating directly or indirectly to the Manchester, Sheffield, and Lincolnshire Railway Company, 27 and 28 Vict., cap. 204, and 34 and 35 Vict., cap. 38, and all other Acts relating directly or indirectly to the Macclesfield Committee.

17. Duplicate plans and sections of the intended railways and works and the lands, houses, and other property intended to be com-

pulsorily 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, houses, and other property, and also an Ordnance or published map with the line of the intended railways delineated thereupon, so as to show their general course and direction, 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 follows that is to say:—With the Clerk of the Peace for the county of Chester, at his office at Chester, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice as published in the London Gazette, will be deposited with the parish clerk of each of such parishes, at his residence, and as regards any rural parish for which a Parish Council has been elected, with the clerk of such Parish Council, at his residence, or if there be no such clerk, with the chairman of such Parish Council, at his residence, and a copy of so much of the said plans, sections, and book of reference as relates to the borough of Macclesfield and the Urban District of Leek respectively, with a copy of this Notice, published as aforesaid, will on or before the same day be deposited with the Town Clerk of the said borough and the Clerk of the Urban District Council of Leek, at their respective offices.

18. 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, 1896:

HACKER and ALLEN, Solicitors, Leek.

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

In Parliament.—Session 1897.

Manchester Ship Canal.

(Power to Mortgage Surplus Lands; Further Powers of Leasing Lands for erecting Warehouses and other buildings and conveniences; Power to Company to accept Sub-leases of Lands, Warehouses and Buildings, and to determine same; Agreements as to foregoing matters, and confirmation of such as have been or may be made; Amendment 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 bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To empower the Company from time to time, on the security of the whole or any portion or portions of the lands of the Company (including in that expression houses, buildings, and hereditaments) at any time acquired or to be acquired by any means whatsoever by the Company, and which may not be required for the purposes of their undertaking, or to enable them to perform their statutory obligations (which lands are hereinafter referred to as surplus lands), and on any rents of surplus lands let on

yearly rents or sold in consideration of the payment of any rent charge or other rent, to raise moneys by way of charge or mortgage in fee or for any term or terms of years.

2. To provide for the application of the moneys so raised by the Company, and for the payment of the interest on any charge or mortgage granted under the powers of the intended Act, and for the redemption of any such charge or mortgage.

3. To make further provision with respect to the leasing by the Company of any lands for the erection thereon of warehouses (including in that expression, where used in this Notice, bonded and other warehouses, transit sheds, machinery, and conveniences calculated to promote or facilitate the business of the Company) and other buildings, and the payments and conditions to be made and fulfilled for the determining of any such lease.

4. To empower the lessees of any lands leased by the Company for the purposes aforesaid, or any of them, to grant to the Company and the Company to accept sub-leases of any lands, warehouses, or buildings, so erected for such term or terms of years upon such terms and conditions, and in consideration of such yearly or other rents, or of such other payments, and with and subject to such covenants, rights, and provisions (including provisions for the determining of any such sub-lease) as may be agreed on between the Company and their lessees.

5. To authorize the Company and any Corporation, Company, or person, to enter into and fulfil contracts and agreements for or in relation to any of the matters aforesaid, and to confirm, with or without alteration, any such agreement as may have been entered into, or which during the progress of the Bill may be entered into.

6. So far as may be deemed necessary, or expedient for the purposes aforesaid, or any of them, the Bill will vary and extinguish all rights and privileges (if any) which would interfere with any of its objects, and alter, amend, or extend the provisions of the Manchester Ship Canal Act, 1885; the Manchester Ship Canal Act, 1886; the Manchester Ship Canal Act, 1887; the Manchester Ship Canal (Additional Lands) Act, 1888; the Manchester Ship Canal (Alteration of Works) Act, 1888; the Manchester Ship Canal (Tidal Openings, &c.) Act, 1890; and the Manchester Ship Canal (Various Powers) Act, 1890; the Manchester Ship Canal Act, 1891; the Manchester Ship Canal Act, 1893; the Manchester Ship Canal (Additional Capital, &c.) Act, 1893; the Manchester Ship Canal (Surplus Lands) Act, 1893; the Manchester Corporation (Ship Canal) Act, 1893; the Manchester Ship Canal Act, 1894; the Manchester Ship Canal Act, 1896, and any other Act relating directly or indirectly to the Company or to their undertaking, or to the Lord Mayor, Aldermen, and Citizens of the City of Manchester in connection with the Company or that undertaking.

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

Dated this 16th day of November, 1896.

GRUNDY, KERSHAW, SAXON and SAMSON,
31, Booth-street, Manchester, Solicitors.

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

In Parliament.—Session 1897.

The Rio Tinto Company, Limited.

(As to Duty payable on Share Warrants for Divided Shares.)

NOTICE is hereby given that the Rio Tinto Company, Limited, hereinafter called "the Company," intend to apply to Parliament in the next session for an Act for all or some of the following purposes, that is to say:—

To make provision as to the payment of the stamp duty chargeable on the share warrants in respect of the shares resulting from the division made or intended to be made by the Company of its existing shares, and to cancel the stamps for the duty on the existing share warrants of the Company, and to transfer such duty and make the same applicable to the new warrants in respect of the shares resulting from the said division, and also to make provision as to the payment of duty on share warrants hereafter to be issued by the Company in substitution for lost, destroyed or worn out share warrants.

So far as may be necessary for the purposes aforesaid, to amend as applicable to the Company the provisions of the Companies Act, 1867 and the Stamp Act, 1891, or either of those Acts.

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 21st day of November, 1896.

FRESHFIELDS and WILLIAMS, 5, Bank-buildings, E.C., Solicitors.

SHEERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Local Government Board.—Session 1897:

Droitwich Corporation Gas.

(Acquisition of Additional Lands for Gas Purposes; Erection of Gasworks and Works for the Manufacture of Residual Products; Application of Gas Revenue; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Local Government Board on or before the 23rd day of December next by the Mayor, Aldermen, and Burgesses of the borough of Droitwich (who are hereinafter called "the Corporation"), for a Provisional Order, for all or some of the following among other purposes:—

1. To authorise the Corporation to purchase and acquire by agreement, and to hold additional lands for the purposes of their Gas Undertaking.

2. To enable the Corporation in and upon the piece of land hereinafter described, or some part or parts thereof, to construct, alter, enlarge, or, when necessary, remove buildings, apparatus, and works for the manufacture and storage of gas and coke, asphaltum, pitch, tar, ammoniacal liquor, and other refuse or residual products arising from the manufacture of gas and any matters producible therefrom, and dwellings for any persons employed in the said works, and to make, supply, and sell gas, and to convert or manufacture coke, culm, asphaltum, pitch, tar, oil, ammoniacal liquor, and all refuse or residual products arising from the manufacture of gas by them and any matters producible therefrom.

3. The said piece of land is situate in the parish of Saint Nicholas, in the borough of Droitwich, in the county of Worcester, adjoins the existing gasworks of the Corporation on the easterly side thereof, and is bounded on the north by the Droitwich Canal and the said existing gasworks, on the west by the said existing gasworks, on the south by Friar-street

and on the east partly by lands belonging or reputed to belong to the Droitwich Salt Company, Limited, and partly by lands of Messrs. Giles and Boucher.

4. To make further provision in regard to the application of the revenue of the Gas Undertaking of the Corporation.

5. To alter, amend, extend, and enlarge the Droitwich Gas Orders, 1878 and 1886, and to incorporate with the Provisional Order with or without alteration the provisions or some of the provisions of the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, the Lands Clauses Acts, and the Public Health Acts.

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 lands proposed to be used for the manufacture and storage of gas and residual products, and a plan and section of the proposed new works, will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office at the County Hall, Worcester, and also at the office of the Local Government Board, Whitehall, London.

And notice is hereby further given, that the draft of the Order will be deposited at the office of the Local Government Board on or before the 23rd day of December, 1896, 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.

Every company, corporation, or person desirous of bringing before the Local Government Board any objection respecting the application may do so by letter addressed to the Secretary of the Local Government Board, to be lodged with the said Board on or before the 15th day of January, 1897, and a copy of such objection must at the same time be sent to the undersigned Town Clerk.

Dated this 19th day of November, 1896.

SAMUEL JOHN TOMBS, Town Clerk, Droitwich.

SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1897.

Bangor (Corporation) Pier.
(Provisional Order).

(Application to Board of Trade for a Provisional Order for Powers to Borrow further Moneys in respect of Pier and Ferry Undertakings; Alteration and Increase of Tolls, Rates, &c.; Alteration, Amendment, or Repeal of the whole or any part or parts respectively of the Bangor Corporation (Pier, &c.) Act, 1894; Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Bangor, in the county of Carnarvon (hereinafter called "the Corporation") intend to apply to the Board of Trade for a Provisional Order, pursuant to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861 Amendment Act," for the following, or some of the following; amongst other powers (that is to say):—

To authorize the Corporation to raise further moneys for all or any of the purposes of their Pier Undertaking and Ferry Undertaking, including the erection and construction of baths and the laying out and improvement of any lands held by the Corporation in connection with those

Undertakings, or either of them, and to charge such moneys on the credit of the Borough Fund and the revenues of their Pier Undertaking and their Ferry Undertaking, and any funds or property of the Corporation, and of the rates, rents, dues and charges from time to time leviable and receivable by the Corporation, and to make further provision with reference to the powers of the Corporation for raising money on the security of all or any of the said funds, property, revenues, rates, dues and charges, and for the repayment of moneys borrowed and to be borrowed, and to increase the amount which may now be so raised upon such terms and conditions as may be prescribed by the Provisional Order, and if deemed expedient to make applicable to the moneys so raised all or some of the provisions of the Bangor Corporation (Pier, &c.) Act, 1894, with reference to the borrowing of money on mortgage and on annuities, and to the creation and issue of consolidated stock, and otherwise to amend and extend the provisions of the said Act and the borrowing powers of the Corporation with respect to their Pier and Ferry Undertakings as aforesaid.

To make new provisions with respect to the repayment of the existing loans, mortgages and securities of the Corporation in respect of their Pier Undertaking and their Ferry Undertaking and the sinking funds respectively applicable thereto, and if thought fit to extend the periods of such repayment, and to make other provisions as to or in lieu of sinking funds.

To authorize the Corporation to alter, amend, increase or diminish the tolls, rates and duties authorized to be demanded and taken in respect of their Pier Undertaking, and to levy new tolls, rates and duties as may be defined by the Provisional Order.

To incorporate with the said Provisional Order, with alterations and amendments, and to apply, amend, or alter all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the Public Health Act, 1875, the Local Loans Act, 1875, and the Bangor Corporation (Pier, &c.) Act, 1894.

To vary or extinguish all existing rights and privileges which would or might interfere with the powers to be sought for as aforesaid.

On or before the 30th day of November, 1896, 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 Carnarvon, at his office at Carnarvon in the said county, and at the office of the Board of Trade, Whitehall-gardens, London, and at the Custom House at Bangor aforesaid.

Printed copies of the Draft Provisional Order will on or before the 23rd day of December, 1896, be deposited at the Office of the Board of Trade aforesaid, and on and after that date copies thereof will be supplied to all persons applying for the same at the offices of the undermentioned Town Clerk, and of Messrs. Roberts and Chubb, 6, Queen Anne's Gate, Westminster, on payment of one shilling for each copy.

When the Provisional Order has been made and settled by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Carnarvon, at his office of Carnarvon aforesaid, and copies may be obtained upon application at the offices of the undermentioned Town Clerk, and at the offices of Messrs. Roberts and Chubb at the price of one shilling for each copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections 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, on or before the 15th day of January, 1897, and a copy of such objections must at the same time be sent to the Town Clerk, or to Messrs. Roberts and Chubb aforesaid, and in forwarding the objections to the Board of Trade, the objectors or their agents should state that this has been done.

Dated this 18th day of November, 1896.

R. HUGHES PRITCHARD, M.A., Town Clerk, Bangor.

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

The Metropolis Water Act, 1871.

The Local Government Act, 1888.

To the Governor and Company of the Chelsea Waterworks.

THE London County Council, as the Metropolitan Authority within the meaning of section 8 of the Metropolis Water Act, 1871, being of opinion that there should be a constant supply of water in the district hereinafter described, that is to say:—

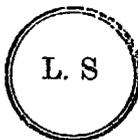
A district in the parish of St. George Hanover-square, bounded by a line commencing at the point where Commercial-road meets Chelsea Bridge-road, thence passing in a north-westerly direction along Commercial-road and Buckingham Palace-road to Belgrave-road, thence in a south-easterly direction along Belgrave-road to Denbigh-street and along Denbigh-street to Lupus-street, thence westward along Lupus-street to Westmoreland-street, and southward along Westmoreland-street to the River Thames; thence westward along the Thames to Chelsea Bridge-road, and thence along Chelsea Bridge-road to the point in Commercial-road aforesaid,

herely makes application to you the Governor and Company of Chelsea Waterworks being the Company within the water limits in which such district is situate and requires you to give a constant supply of water in such district upon and from the first day of April, one thousand eight hundred and ninety-seven.

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

Sealed by order,

C. J. STEWART,
Clerk of the Council.



The Metropolis Water Act 1871.

The Local Government Act 1888.

To the West Middlesex Waterworks Company.

THE London County Council as the Metropolitan Authority, within the meaning of section 8 of the Metropolis Water Act 1871 being of opinion that there should be a constant supply of water in the districts hereinafter described, that is to say:—

(a.) A district in the parishes of St. Margaret Westminster and Kensington, bounded on the north by a line commencing at a point in Kensington-road at the rear of the houses on the west side of Palace Gate, thence eastwards along Kensington-road to a point

opposite Ennismore-gardens, thence on the east along the centre of Ennismore-gardens and passing to the west of Holy Trinity Church and the Oratory to the south-east corner of South Kensington Museum, thence on the south; passing westwards along the rear of the houses on the north side of Cromwell-road, as far as the south-west corner of St. Stephen's Church in Gloucester-road, and thence on the west along the rear of the houses on the west sides of Gloucester-road and Palace Gate to the point in Kensington-road aforesaid.

(b.) A district in the parish of Hammersmith bounded on the north by a line commencing at the County boundary immediately south of Stamford Bridge and proceeding eastwards along Goldhawk-road to a point opposite the western end of Brackenbury-road, thence on the east along the rear of the houses on the west sides of Brackenbury-road and Rose-gardens, and the east side of Dalling-road to a point at the rear of the houses on the south side of King-street West; thence on the south along the rear of the houses on the south side of King-street West to the boundary of the county and thence on the west northwards along the boundary of the county to the point south of Stamford Bridge aforesaid,

herely makes application to you the West Middlesex Waterworks Company being the Company within the water limits in which such districts are situate and requires you to give a constant supply of water in such districts upon and from the first day of April one thousand eight hundred and ninety-seven.

Dated this seventeenth day of November one thousand eight hundred and ninety-six.

Sealed by order

C. J. STEWART,
Clerk of the Council.



In the High Court of Justice.—Chancery Division.
Mr. Justice Stirling.

1896. L. No. 0131.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Lancaster Banking Company Limited.

NOTICE is hereby given that a petition presented to the High Court of Justice (Chancery Division) on the 23rd day of October 1896 for confirming a Special Resolution of the above Company passed on the 11th day of August 1896 and confirmed on the 3rd day of September 1896 in the following terms:—“That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved, and that the regulations contained in the said Articles of Association be adopted in place of those contained in the Company's Deed of Settlement, dated the 20th day of September 1826, and of all regulations, rules, and bye-laws of the Company subsequently made and now in force, and that pursuant to the provisions of the Companies (Memorandum of Association) Act 1890, the form of the Company's constitution be altered by substituting such Memorandum of Association with extended objects as therein set forth, and such Articles of Association for the Company's said Deed of Settlement, and for the said regulations, rules, and bye-laws of the Company subsequently made and now in force, and that the Directors be authorized to apply to

the Court to confirm this resolution under the said Act." And further take notice that the effect of such alterations, if adopted, will be to enable the said Company to extend its business and particularly to enable the Company to purchase-acquire or amalgamate with other companies or persons carrying on business of a like character to that now being carried on by the Lancaster Banking Company. And further take notice that the said petition is directed to be heard before his Lordship Mr. Justice Stirling on Saturday the 16th day of January 1897. Any creditor of the Company desiring to oppose the making of an Order confirming the above resolution should appear at the time of hearing by himself or his Council for that purpose, and a copy of the petition will be furnished to any creditor of the Company requiring the same by the undersigned Solicitors on payment of the regulated charges for the same.—Dated this 21st day of November 1896.

H. F. CHURCH Chief Clerk.

JANSON COBB PEARSON and Co. of 41
Finsbury-circus London E.C. Agents for
SWAINSON SON and ROPER Lancaster
Solicitors for the said Company.

In the Matter of Thwaites Brothers Limited and in the Matter of the Companies Acts 1867 and 1877.

NOTICE is hereby given that the Order of the High Court of Justice, Chancery Division, dated 19th November 1896 confirming the reduction of the capital of the above named Company from £120,000 to £88,670 and the Minute (approved by the Court) showing with respect to the capital of the Company as altered the several particulars required by the above Statutes were registered by the Registrar of Joint Stock Companies on the 25th day of November 1896. And further take notice that the said Minute is in the words and figures following:— "The capital of Thwaites Brothers Limited is £88,670 divided into 2,000 preference shares of £10 each (of which 1,707 have been or are to be issued as fully paid) and 6,867 ordinary shares of £10 each of which 2,597 have been issued and are fully paid up."—Dated the 25th day of November, 1896.

FLOWER NUSSEY and FELLOWES 1 Great
Winchester-street London E.C. Solicitors
Agents for

KILLICK HUTTON and VINT of Bradford
Yorkshire Solicitors for the Company.

In the Matter of S. Hildesheimer and Co. Limited and Reduced and in the Matter of the Companies Acts 1867 and 1877.

NOTICE is hereby given that the Order of the High Court of Justice (Chancery Division) dated 31st day of October 1896 confirming the reduction of the capital of the above named Company from £120,000 to £60,000 and the Minute (approved by the Court) showing with respect to the capital of the Company as altered the several particulars required by the above Statutes were registered by the Registrar of Joint Stock Companies on the 20th day of November 1896. And further take notice that the said Minute is in the words and figures following:— "The capital of S. Hildesheimer and Co. Limited and Reduced henceforth is £60,000 divided into 20,000 ordinary shares of £3 each and 4,000 preferred shares of £5 each. At the time of the registration of this Minute 16,000 of the said ordinary shares have been issued and the sum of £3 has been and is to be deemed paid up on each of such shares. The remaining 4,000 ordinary shares and the 4,000 preferred shares have not

been issued and nothing has been or is to be deemed paid up thereon.—Dated the 24th day of November 1896.

GOLDBERG LANGDON BARRETT and
NEWALL 2 and 3 West-street, Finsbury-circus London E.C. Solicitors for the Company.

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

Mr. Justice Vaughan Williams.
No. 00261 of 1896.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Gold Reefs of Western Australia Limited.

NOTICE is hereby given that a petition for the winding up of the above-named Company under the supervision of the High Court of Justice was on the 23rd day of November 1896 presented to the said Court by George Edward Douglas Durnford of Elizabeth Lodge Buckhurst Hill in the county of Essex Secretary and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice Strand London on the 7th day of December 1896 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.

CAMPION and SIMMONS 90 and 91 Queen-street London E.C. 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 fifth day of December 1896.

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

Mr. Justice Vaughan Williams.
No. 00262 of 1896.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of "The International Society of Auctioneers and Valuers."

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 24th day of November 1896 presented to the said Court by James Herbert Wilkinson of Nos. 61 and 62 Chancery-lane in the county of London Accountant and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice Strand, London, on Monday the 7th day of December 1896; 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.

GRANT BULGRAIG and Co. Norfolk House,
Norfolk-street, Strand, London, W.C.
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 5th day of December 1896.

BEECH WEDGES.

TENDERS will be received until twelve o'clock noon, on Tuesday, the 8th December, 1896, for the supply of

SAWN BEECH WEDGES

to Her Majesty's Dockyards under a three years' contract.

Manufacturers only will be accepted.

Patterns may be seen at the Admiralty Pattern Rooms, 72, Great Queen-street, Lincoln's-inn, W.C.

Forms of tender, containing conditions of contract and all particulars, may be obtained on personal application at this office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Contract Department, Admiralty, Whitehall,
November 25, 1896.

In the Matter of the Freehold Land Syndicate Limited.

AT an Extraordinary General Meeting of the above Company, held at the offices of Mr. John Bartlett 26 and 27 Bush-lane, Cannon-street on Tuesday the 24th November 1896, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and that accordingly the Company be wound up voluntarily.

2. "That some fit and proper person or persons be appointed Liquidator or Liquidators for the purpose of such winding up."

And at the same Meeting Messrs. William Potter of 160 Aldersgate-street Maximilien Maurice Samuel of 3 and 4 Brackley-street Barbican and Edward Henry Edwards of 161 Regent-street were appointed Joint Liquidators without remuneration for the purposes of such winding up. **WILLIAM POTTER** Chairman.

In the Matter of James Brothers Limited.

AT an Extraordinary General Meeting of the above named Company duly convened and held at St. Giles'-chambers Northampton on the 24th day of October 1896 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 23rd day of November 1896 the following resolution was duly confirmed viz:—

"That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1890."

And at such last mentioned Meeting Augustus Cufaude Palmer of St. Giles'-chambers, Northampton aforesaid Chartered Accountant was appointed Liquidator for the purposes of the winding up.—Dated this 23rd day of November 1896. **RICHARD EDWARD REYNOLDS JAMES** Chairman.

In the Matter of the Sunderland Advance and Deposit Company Limited.

AT an Extraordinary General Meeting of the above named Company duly convened and held at the registered office of the Company No. 20 Bridge-street Sunderland on the 20th day of November 1896 the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily."

And at the same Meeting Thomas Edward Hall of Sunderland Chartered Accountant was appointed Liquidator for the purposes of such winding up.—Dated this 20th day of November 1896. **J. E. WALKER** Chairman.

The Devonian Shipping Company, Limited.

NOTICE is hereby given that at an Extraordinary General Meeting of the Members of the above-named Company, duly convened, and held at the offices of the Company, No. 31 James-street, Liverpool, on the twenty-eighth day of October 1896, 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 thirteenth day of November, 1896 the following Special Resolution was duly confirmed:—

Resolved:—"That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1890, and that Mr. James Henry Goodyear of 31 James-street, Liverpool, be and he is hereby appointed Liquidator for the purposes of such winding-up."

JAS. H. GOODYEAR Chairman of the Meetings.

In the Matter of the Keats Feather-Weight Spool Company Limited.

NOTICE is hereby given that at an Extraordinary General Meeting of the above-named Company, held at Bank-chambers, 45, Ludgate-hill, London, E.C., on the 16th day of November, 1896, the following Extraordinary Resolutions were passed, viz:—

"That it has been proved to the satisfaction of the Company that it cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same, and that it be wound up accordingly.

"That Mr. Harry Frederick Stone be, and is hereby, appointed Liquidator for the purposes of such winding up."

Dated this 23rd day of November, 1896:

J. E. LAWTON Chairman.

The Earl of Glasgow Gold Mine Limited. Special Resolutions.

Passed the 27th day of October, 1896.

Confirmed the 19th day of November, 1896.

AT an Extraordinary General Meeting of the Earl of Glasgow Gold Mine, Limited, duly convened and held at 14, Sherborne-lane, in the city of London, on the 27th day of October, 1896, the subjoined Special Resolution was duly passed, and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place on the 19th day of November, 1896, the subjoined Special Resolution was duly confirmed:—

"That having regard to the agreement dated the 3rd day of July, 1896, entered into by this Company for the sale of the Undertaking of this Company to the New Zealand Crown Mines Company, Limited which agreement the Directors

were authorized to enter into by the General Meeting of this Company, held on the 22nd day of June, 1896, it is desirable to wind up this Company, and accordingly that this Company be wound up voluntarily, and that Gabriel Goodman Walter Hayward, of 30, St. Swithin's-lane, in the city of London, be and he is hereby appointed the Liquidator for the purpose of such winding up without remuneration."

Dated this 19th day of November, 1896.

JOHN E. D. RYDER Chairman.

In the Matter of the Big Golden Quarry Mining Company Limited.

AT an Extraordinary General Meeting of the above-named Company duly convened and held at Winchester House Old Broad-street in the city of London on the 3rd day of November 1896, the following Special Resolutions were duly passed and at a subsequent Extraordinary General Meeting of the Members of the said Company, duly convened and held at the same place on the 18th day of November 1896, the following Special Resolutions were duly confirmed viz. :—

1. "That it is desirable to reconstruct the Company, and accordingly that this Company be wound up voluntarily and that Henry Mathias Clement Evers of Warnford Court in the city of London, Esquire, be and he is hereby appointed Liquidator for the purposes of such winding up.

2. "That the following scheme of reconstruction be and the same is hereby approved viz. :—

(a.) "A new Company to be formed with a capital of £100,000, divided into 1,000,000 of two shillings each of which 626,880 numbered 1 to 626880 shall have one shilling per share treated as paid up.

(b.) "The Directors of this Company to be the Directors of the new Company.

(c.) "All the undertaking property assets liabilities and rights of action of this Company to be made over and transferred to the new Company under section 161 of the Companies Acts 1862, the transfer to be in consideration of :

1. "The said 626,880 shares credited with one shilling paid up on each share a proper agreement being executed and filed before the issue of such shares.

2. "The new Company undertaking all the debts and liabilities of this Company.

3. "The new Company paying the costs and expenses of and incidental to the winding up and dissolution of this Company the transfer of its property and the carrying this scheme into effect.

4. "Every member of this Company complying with the conditions hereinafter contained shall in respect of each fully paid share held by him in this Company be entitled to receive either by transfer or by nomination and allotment one of the said 626,880 shares in the new Company and the new Company shall for this purpose allot such shares to such persons as the Liquidator shall direct. The conditions are as follows :—

"Every member desiring such shares shall within fourteen days after the date of a notice which shall be sent to the members in accordance with this Company's regulations (and in this respect time shall be of the essence of the arrangement) give notice of his desire to the Liquidator or to his agent and shall at the same time transmit to the Liquidator or to his agent for and on behalf of the new Company an application for such shares addressed in the prescribed form to the new Company together with a remittance of 1½d. per share and in default of such notice application and remittance as aforesaid by

any member within the prescribed period such member shall be deemed to have absolutely waived and abandoned any right to exchange his shares in this Company for shares in the new Company and any right whatever to such new shares in respect of his holding in this Company. A further 1½d. per share shall be payable on allotment or transfer to such member of the shares, a further 3d. per share on the 31st January 1897, and a further 6d. per share on the 30th June 1897. Every member applying as above shall if required produce his certificate for shares in this Company and shall give the same up in exchange for the new Company certificate when ready.

3. "That the Liquidator be and he is hereby authorized to consent to the registration of a new Company to be named 'The Big Golden Quarry Limited' with Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors.

4. "That the draft agreement embodying the reconstruction scheme and expressed to be made between this Company and its Liquidator of the one part and the new Company of the other part and now submitted to this Meeting be and the same is hereby approved and that the Liquidator be and he is hereby authorized pursuant to section 161 of the Companies Act, 1862, and by virtue of all other powers if any enabling him on that behalf to enter into an agreement with such new Company when incorporated in the terms of the said draft and to carry the said agreement into effect with such (if any) modifications as he may think expedient.—Dated this twenty-fourth day of November, 1896.

H. M. C. EVERS, Chairman of Confirmatory Meeting.

Companies Acts, 1862 to 1890.

Company Limited by Shares.

Extraordinary Resolutions (pursuant to Companies Act 1862, Clause 129) of the Southall Brick and Terra - Cotta Company, Limited, passed 16th November, 1896.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at 13, Victoria-street, Westminster, London, on the 16th day of November, 1896, the following Extraordinary Resolutions were duly passed :—

"That it having been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, it is advisable to wind up the same, and that the same be wound up voluntarily.

"That Mr. Henry Brown, Chartered Accountant, of No. 13, Victoria-street, Westminster, be and he is hereby, appointed Liquidator of the said Company." GEO. HEWETT Chairman.

The Somerset Drug Company, Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened, and held at the office of Mr. B. C. Board, Town Hall, Burnham in the county of Somerset on the third day of November 1896, 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 eighteenth day of November 1896, the following Special Resolution was duly confirmed :—

Resolved—"That the Somerset Drug Company Limited be wound up voluntarily, and that Benjamin Comer Board, of Burnham, Somerset, Solicitor, be appointed Liquidator."

B. C. BOARD Burnham Somerset Solicitor.

The New Purchase and Improvement Co. Ltd.

AT an Extraordinary General Meeting of the Members of the abovenamed Company, duly convened, and held at 37, Walbrook, in the city of London on the 2nd day of November 1896, the subjoined 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 23rd day of November, 1896, the said resolution was duly confirmed:—

“That the Company be wound up voluntarily under the provisions of the Companies Acts 1862 to 1890.”

And at such last mentioned Meeting Walter Francis Mills, of 37, Walbrook, in the city of London, was appointed Liquidator for the purposes of such winding up.—Dated this 23rd day of November, 1896.

G. ADNEY PAYNE Chairman.

The Newcastle Land Purchase Co. Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company duly convened and held at 7 Collingwood-street, Newcastle-on-Tyne in the county of Northumberland on Wednesday the 18th day of November 1896 the following resolution was duly passed:—

“That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities, continue its business, and that it is advisable to wind up the same; and accordingly that the Company be wound up voluntarily, and that Mr. John Martin Winter, of Newcastle-on-Tyne, Chartered Accountant, be and he is hereby appointed the Liquidator for the purposes of such winding up.”

HENRY DETCHON Secretary of the above named Company.

FREDERICO GEO. LUNDI Solicitor Newcastle-on-Tyne.

The Petroleum Distributing Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at St. Peter's-chambers, Cornhill, in the city of London, on the 13th day of October, 1896, 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 30th day of October, 1896, the following Special Resolution was duly confirmed:—

“That the Company be wound up voluntarily.”

And at the lastmentioned Meeting the following further resolution was passed:—

“That James Marshall Drysdale, St. Peter's-chambers, Cornhill, in the city of London, be, and is hereby appointed Liquidator for the purposes of such winding up.”

Dated 25th November, 1896.

BERNARD PARKER, 13, Clement's-lane, E.C., Solicitor for the Company.

The Dredging Corporation Limited.

AT an adjourned Extraordinary General Meeting of the Members of the abovenamed Company duly convened and held at No. 28 Victoria-street Westminster in the county of London on the 20th day of November 1896, the following Extraordinary Resolutions were duly passed viz:—

1. “That it has been proved, to the satisfaction of the Meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up.

2. “That Mr. G. H. Chantrey of No. 57 Moor-
No. 26798. S

gate-street E.C. Chartered Accountant be and he is hereby appointed Liquidator at a remuneration to be hereafter agreed upon.”

Dated this 25th day of November 1896.

A. C. SCHONBERG Chairman.

“Flamboro” Steamship, Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at the registered offices, Watergate-buildings in the city and county of Newcastle-upon-Tyne on the twenty-seventh day of October 1896, 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 eleventh day of November 1896 the following Special Resolution was duly confirmed:—

Resolved—“That in consequence of the loss of the ‘Flamboro’ Steamship, this Company shall be wound up, and that J. E. Bowser and Son be appointed Liquidators.”

THEODORE HOYLE JUNR. Burdon-buildings
Newcastle-upon-Tyne Solicitor of the
Supreme Court.

Newfoundland Chemical Wood Pulp Company Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company duly convened and held at 34 Old Broad-street London E.C. on the 23rd day of November 1896 the following resolution was duly passed:—

“That it has been proved to the satisfaction of this Meeting that the Company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the Company be wound up voluntarily.”

And that at the same Meeting Robertson Lawson of 34 Old Broad-street London E.C. Chartered Accountant, was appointed Liquidator for the purpose of such winding up.—Dated this 23rd day of November 1896.

ROBT. L. NEWMAN Chairman.

Companies Acts, 1862 to 1890.

Special Resolutions.

In the Matter of A. Fearnhead and Company,
Limited.

AT an Extraordinary General Meeting of the above named Company, duly convened and held at No. 9, North-mews, Little James-street, in the county of London, on the 2nd day of November, 1896, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the said Company, also duly convened and held at the same place, on the 17th day of November, 1896, the following Special Resolutions were duly confirmed, viz:—

“That it has been proved to the satisfaction of the Shareholders that the Company cannot by reason of its liabilities continue its business, and it is advisable to wind up the same.

“That Alexander John Fearnhead and William Edward Fearnhead be and they are hereby appointed Liquidators of the said Company.”

A. FEARNHEAD Chairman.

The Companies Acts 1862 to 1890.

T. Milnes and Co. Limited.

NOTICE is hereby given that the creditors of the above named Company who have not yet done so are required on or before the 4th day of January 1897 to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Soli-

itors (if any) to John Edwin Witham of Barum House, Harrison-road Halifax, Chartered Accountant 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 20th day of November 1896.

HUMPHREYS and HIRST of 5 Harrison-road Halifax Solicitors to the above named Liquidator.

Black Hawthorn and Company Limited.

NOTICE is hereby given that the creditors of the above named Company are required on or before the sixth day of January 1897 to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors (if any) to Thomas Harrison of the firm of Monkhouse Goddard and Co. St. Nicholas-chambers Newcastle-upon-Tyne Chartered Accountant 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 1896.

COOPER and GOODGER 27 Grey-street Newcastle-upon-Tyne Solicitors for the above named Liquidator.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Morris Green Coal Company Limited.

NOTICE is hereby given that the creditors of the above named Company are required on or before the 29th day of December 1896 to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their Solicitors if any, to Frederic Walmsley of 39 Mawdsley-street Bolton Incorporated Accountant, 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. All persons owing any money to such Company are also required to pay the same to the said Frederic Walmsley forthwith.—Dated this 24th day of November 1896.

FRANK S. FOLEY of 17 Acresfield Bolton Solicitor to the above named Liquidator.

In the Matter of the Companies Acts 1862 to 1890, and in the Matter of the Venezuelan Mines Limited.

THE creditors of the above named Company are required on or before the 10th day of December 1896 to send their names and addresses and the particulars of their debts or claims to John Cockburn Francis Lee and Pandeley George Sechiari of No. 6 Great Winchester-street in the city of London the Liquidators of the said Company and if so required by notice in writing from the said Liquidators are by their Solicitors or personally to come in and prove their said debts or claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribu-

tions made before such debts are proved.—Dated this 24th day of November 1896.

CHESTON and SONS 1, Great Winchester-street, London, E.C. Solicitors to the Liquidators.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Venezuelan Austin Gold Mining Company Limited.

THE creditors of the above named Company are required on or before the 10th day of December 1896 to send their names and addresses and the particulars of their debts or claims to Joseph Thomas Dillon of No. 6 Great Winchester-street in the city of London the Liquidator of the said Company and if so required by notice in writing from the said Liquidator are by their Solicitors or personally to come in and prove their said debts or claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distributions made before such debts are proved.—Dated this 24th day of November 1896.

CHESTON and SONS 1 Great Winchester-street London E.C. Solicitors to the Liquidator.

The Hotel and Café Restaurant Central Limited.

NOTICE is hereby given that the creditors of the above named Company are required on or before the 7th day of January 1897 to send their names and addresses and particulars of their debts or claims and the names and addresses of their Solicitors (if any) to Henry Battams of 4 Brabant-court E.C. Chartered Accountant 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 1896.

ERNEST S. COULSON 26 Leadenhall-street E.C. Solicitor for the Liquidator.

The Companies Acts, 1862 to 1890.
New Hornachos Silver Mines Limited.

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 No. 11 Poultry, in the city of London on Wednesday the thirtieth day of December next at 11.30 A.M. in order that the Liquidator may lay before the Company an account showing the manner in which the winding up has been conducted and the property of the Company has been disposed of; and to hear any explanation that may be given by the Liquidator.—Dated this twenty-fourth day of November 1896.

HENRY RICHARDS, Liquidator.

The Rhodesia Development and Exploration 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. Ingle Holmes and Sons Solicitors 20 Threadneedle-street in the city of London on Tuesday the 29th day of December 1896 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 Extra-

ordinary Resolution the manner in which the books accounts and documents of the Company and of the Liquidator thereof shall be disposed of.

CHARLES W. MOORE 61 Aldermanbury
E.C. Liquidator.

Heidelberg Gold Mines Limited.

Notice to Holders of Share Warrants to Bearer.

NOTICE is hereby given that the Annual General Meeting of Shareholders will be held at Winchester House, Old Broad-street in the city of London on Friday the 4th December 1896 at 3 o'clock P.M. Holders of share warrants wishing to attend the Meeting and to vote must deposit their warrants at the registered office of the Company not later than 30th inst.—32 Great St. Helen's London E.C. 26th Nov. 1896.

By order of the Board,
CHARLES T. FOX Secretary.

Bryn Yr Afr Mining 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 Langton and MacConnal 22 Lord-street Liverpool, Chartered Accountants on Friday the 22nd day of January 1897 at 3 o'clock in the afternoon for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books accounts and documents of the Company and of the Liquidator shall be disposed of.—Dated the 20th day of November 1896.

JOHN MACCONNAL Liquidator.

In the Matter of Pintsch's Patent Lighting Company Limited. (In Liquidation.)

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 above named Company No. 38 Leadenhall-street in the city of London, on Tuesday the 5th day of January 1897 at 4.30 o'clock in the afternoon for the purpose of having an account laid before them showing the manner in which the winding up of the said Company has been conducted and the property of the Company disposed of and hearing any explanation that may be given by the Liquidators.—Dated the 23rd day of November 1896.

BLYTH DUTTON HARTLEY and BLYTH 112
Gresham-house Old Broad-street London
E.C. Solicitors for the Liquidators of
the said Company.

The Kitchen Pneumatic Tyre Company Limited.

NOTICE is hereby given that a General Meeting of the Members of the above named Company will be held at the offices of Mr. Frank Mills, 33 Mosley-street, Manchester on Wednesday the 30th day of December next, at 3 o'clock in the afternoon precisely to receive the Liquidator's report showing how the winding up of the Company has been conducted and its property disposed of to hear any explanation that may be given by the Liquidator and to pass a resolution as to the disposal of the books accounts and other documents of the Company.—Dated this 23rd day of November 1896.

ROBERT McLEOD Liquidator.

ARMITAGE SYKES and HINCHLIFFE Soli-
citors to the Liquidator.

The Companies Acts 1862 to 1890.

The Colorado Boy Silver Mines Limited.

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 No. 11 Poultry, in the city of London on Wednesday the thirtieth day of December next at 11 A.M. in order that the Liquidator may lay before the Company an account showing the manner in which the winding up has been conducted and the property of the Company has been disposed of; and to hear any explanation that may be given by the Liquidator.—Dated this twenty-fourth day of November 1896.

HENRY RICHARDS Liquidator.

The Companies Acts 1862 to 1890.

Hornachos Silver Lead Mining Company Limited.

NOTICE is hereby given, pursuant to section 142 of the Companies Act 1862 that a General Meeting of the Members of the above named Company will be held at No. 11 Poultry, in the city of London on Wednesday the thirtieth day of December next at 11.15 A.M. in order that the Liquidator may lay before the Company an account showing the manner in which the winding up has been conducted and the property of the Company has been disposed of; and to hear any explanation that may be given by the Liquidator.—Dated this twenty-fourth day of November 1896.

HENRY RICHARDS Liquidator.

The Bertrand Rustless Iron and Enamelling
Syndicate Limited.

NOTICE is hereby given in pursuance of sec. 142 of the Companies Act 1862 that a General Meeting of the Members of the above named Company will be held at 52 Gresham House, Old Broad-street, in the city of London on the 30th day of December 1896 at 4 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 1896.

G. T. MAUDLING Liquidator.

The Lynx Creek Gold and Land 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 office of Messrs. R. F. Miller and Co., 16, Kennedy-street, Manchester, on Monday the 11th day of January 1897, at 3 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 18th day of November 1896.

JOHN L. McILRAITH, Liquidator.

The Somerset Drug Company, Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above-named Company will be held at the office of Mr. B. C. Board, Town Hall, Burnham in the county of Somerset on Monday the 4th day of January

next at 3 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up of the Company has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof shall be disposed of.—Dated the 25th day of November 1896.

B. C. BOARD Burnham Somerset Solicitor.

In the Matter of the Companies Acts 1862 to 1890 and in the Matter of the Burlesque Comedy Syndicate Limited in Liquidation.

NOTICE is hereby given that a Meeting of the contributories of the above named Company is summoned pursuant to the above Statutes for the purpose of having the account of the liquidation laid before them, and receiving explanations thereon and as to the winding up of the Company and that such Meeting will be held on Monday the twenty-eighth day of December next at eleven o'clock at my office 16 St. Helen's-place in the city of London at which time and place all the contributories of the said Company are requested to attend.—Dated this 26th day of November, 1896.

E. HAMILTON BURTON Liquidator.

THOS. LAYTON Solr. 21 St. Helen's-place London.

The South Wales Crown Soap and Candle Company Limited.

NOTICE is hereby given in pursuance of section 142 of the Companies Act 1862 that a General Meeting of the Members of the above named Company will be held at the offices of Messrs. Lloyd and Pratt Solicitors, Pembroke-chambers, High-street, Newport Mon., on Saturday the 2nd day of January 1897 at 11 o'clock in the forenoon for the purpose of having an account laid before them showing the manner in which the winding-up has been conducted and the property of the Company disposed of and of hearing any explanation that may be given by the Liquidator and also for the purpose 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 1896.

HY. A. T. SKYRME Liquidator.

The Associated Proprietors in the Royal Swedish Railway 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 3 Lothbury, London E.C., on Monday the twenty-eighth day of December 1896 at 11 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 26th day of November 1896.

WM. B. PEAT Liquidator.

In the Matter of the London Directory Co. Ltd. (Old Company) in Liquidation.

TAKE notice that, pursuant to section 142 of the Companies Act, 1862 a General Meeting of the Members of the above-named Company will be held at 25 Abchurch-lane E.C. on the 30th day of December 1896, at 5 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 by the sale thereof to the London Directory Co. Ltd. (the New Company) and of hearing any explanation that may be given by the Liquidator.

E. A. EATON Liquidator.

FRANCIS A. RUDALL Solr. 48 Watling-street London.

The Bristol and West of England Bank 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 Head Office of Lloyds Bank Limited situate in Colmore-row in the city of Birmingham on Wednesday the 30th day of December 1896 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 Liquidators.—Dated this 26th day of November 1896.

A. W. SUMMERS } Liquidators.
G. J. PICKIN }

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Harry Jones and William Edward Sotheby carrying on business as Designers and Art Metal Workers at 151 Wardour-street in the county of London under the style or firm A. G. Beaver and Co. was dissolved as and from the 23rd day of November 1896, by mutual consent. All debts due to and owing by the said late firm will be received and paid by the said Harry Jones who will carry on the said business alone.—Dated the 26th day of November 1896.

W. E. SOTHEBY.
HARRY JONES.

NOTICE is hereby given that the Partnership lately subsisting between us the undersigned Charles Horsman Coles and William Arrow carrying on business as Wine Merchants at No. 10 Lime-street in the city of London and at a West End Agency Office No. 24A Regent-street W. under the style or firm of Messrs. Coles Arrow and Comp. Successors to J. and C. White and Co., has been dissolved by mutual consent as from the 31st day of May last. The said William Arrow will continue the said business at No. 14 Cullum-street in the city of London and the above mentioned Agency Office under the style or firm of William Arrow and Co. Successors to John and Charles White and Co. and all debts due to or owing by the said late firm will be received and paid by him.—As witness our hands this twenty-fourth day of November 1896.

CHAS. H. COLES.
WM. ARROW.

NOTICE is hereby given that the Partnership lately subsisting between us the undersigned John Roxburgh Thomas Young Roxburgh and William Roxburgh carrying on business in copartnership at 335 Edgware-road and 28 Waltherton-road Maida Hill London as Drapers and Clothiers under the style or firm of Roxburgh Brothers was on the thirtieth day of July eighteen hundred and ninety-six dissolved by mutual consent so far as regards the said John Roxburgh who retires from the firm and the business will be henceforth carried on under the style or firm of Roxburgh Brothers by the said Thomas Young Roxburgh and William Roxburgh who will pay and discharge all debts and liabilities of and receive all money payable to the said late firm.—Dated this twenty-fifth day of November eighteen hundred and ninety-six.

JOHN ROXBURGH.
THOMAS YOUNG ROXBURGH.
WILLIAM ROXBURGH.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Walter Deverell Welford and Oscar Friedheim carrying on business as Proprietors of the Photographic Review formerly known as the Photographic Review of Reviews at 15 Farringdon-avenue, in the city of London and lately at 59 and 60 Chancery-lane in the county of London has been dissolved by mutual consent as and from the 14th day of November 1896. All debts due to and owing by the said late firm will be received and paid by the said Walter Deverell Welford.—Dated this 24th day of November 1896.

WALTER D. WELFORD.
O. FRIEDHEIM.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned William Henry Hillyerd and William Robert Brown carrying on business as Manufacturers of Hinges and Gate Fittings at 21 Tower-street Waterloo-road under the style or firm of Hornor and Company has been dissolved by mutual consent as and from the 31st day of October 1896. All debts due to and owing by the said late firm will be received and paid by the said William Robert Brown.—Dated 25th day of November 1896.

W. HILLYERD.
W. R. BROWN.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Joseph Kopelansky and Julius Kopelansky carrying on business as Wholesale Tobacco and Cigarette Manufacturers, at 65, Leadenhall-street, London under the style or firm of J. Kopelansky and Co. has been dissolved by mutual consent as and from the 23rd day of November 1896. The said Joseph Kopelansky and Roland Rasell Cook will continue the said business with that of Cigar Merchants under the style of Kopelansky Cook and Co. at 65 Leadenhall-street.—Dated 23rd day of November 1896.

J. KOPELANSKY.
JOSEPH KOPELANSKY.
ROLAND R. COOK.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Morgan Richards and Charles Sempill de Segundo practising as General Medical Practitioners at 74 Mortimer-street and 48A and 49 Wells-street Marylebone in the county of Middlesex under the style of Richards and de Segundo has been dissolved by mutual consent as and from the 29th day of September 1896. All debts due to and owing by the said late firm will be received and paid by the said Morgan Richards.—Dated this 20th day of November 1896.

MORGAN RICHARDS.
C. S. DE SEGUNDO.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Harry Kelf and Charlotte Maria Davies (formerly Charlotte Maria Kelf) carrying on business as Drapers at 34 High-street Walthamstow in the county of Essex under the style or firm of H. and C. Kelf has been dissolved by mutual consent as and from the 3rd day of November 1896. All debts due to and owing by the said late firm will be received and paid by the said Harry Kelf who will continue the said business under the style or firm of H. and C. Kelf.—Dated this 23rd day of November 1896.

HARRY KELEF.
CHARLOTTE MARIA DAVIES.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned George Peter Roxby and Frederick Burrell carrying on business as Boot and Shoe Manufacturers at 6 Woodville-road Leytonstone in the county of Essex under the style or firm of Roxby and Burrell has been dissolved by mutual consent as and from the eighteenth day of November 1896. All debts due and owing to or by the said late firm will be received and paid by the said George Peter Roxby.—Dated this 24th day of November 1896.

GEORGE P. ROXBY,
FREDERICK BURRELL.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned James Malam and Isaac Jenks Biddle carrying on business as Curtain Frame &c. Manufacturers at Southport under the style or firm of A. Barton and Co. has been dissolved by mutual consent as and from the 21st day of November 1896. All debts due to and owing by the said late firm will be received and paid by the said James Malam.—Dated this 21st day of November 1896.

JAMES MALAM.
ISAAC JENKS BIDDLE.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned James Harrison senr. James Harrison and Holford Harrison carrying on business as Timber Merchants at No. 7 Canada Dock in the city of Liverpool under the style or firm of Harrison Robinson and Co. has been by mutual consent dissolved so far as regards the said James Harrison senr. who retires from the firm as and from the 30th day of June 1896. All debts due to and owing by the said late Partnership will be received and paid by the said James Harrison and Holford Harrison who will with Joseph Robinson continue the business under the old style of Harrison Robinson and Co.—Dated the 23rd day of November 1896.

JAMES HARRISON SENR. HOLFORD HARRISON.
JAMES HARRISON. JOSEPH ROBINSON.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Jane Eleanor Simmonds (Widow) and Thomas Ernest William Simmonds carrying on business as Coal and Coke Merchants at Honor Oak London S.E. under the style or firm of J. E. Simmonds and Co. has been dissolved by mutual consent as and from the 1st day of November 1896.—Dated 23rd day of November 1896.

J. E. SIMMONDS.
T. E. W. SIMMONDS.

NOTICE is hereby given that the Partnership which has lately been carried on by Eustace Ford Shears and John Stewart under the firm of Shears and Stewart at 3 Duke-street Adelphi in the county of Middlesex in the trade or business of Wine Merchants was this day dissolved by mutual consent.—As witness our hands the twentieth day of November 1896.

EUSTACE F. SHEARS.
JOHN STEWART.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned carrying on business as Solicitors at Silverhill-chambers Hastings in the county of Sussex under the style or firm of Bernard Ellis and Phillips has been dissolved by mutual consent as and from the 6th day of November 1896. All debts due and owing by the said late firm will be received and paid by the said Bernard Ellis.—Dated this 6th day of November 1896.

BERNARD ELLIS.
HERBERT G. PHILLIPS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned Luther Heginbotham and Henry Heginbotham carrying on business as Boot and Shoe Manufacturers at Stony Middleton in the county of Derby under the style or firm of Heginbotham Brothers has been dissolved by mutual consent as and from the fourteenth day of November 1896. All debts due to and owing by the said late firm will be received and paid by the said Henry Heginbotham.—Dated this twenty-first day of November 1896.

LUTHER HEGINBOTHAM.
HENRY HEGINBOTHAM.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned William Stedman and William Silvester carrying on business as Joiners and Builders at Hanley in the county of Stafford under the style or firm of Stedman and Silvester has been dissolved by mutual consent as from the date hereof. All debts due to and owing by the said late firm will be received and paid by the said William Stedman who will henceforth carry on the said business in his own name.—Dated this twenty-first day of November one thousand eight hundred and ninety-six.

WILLIAM STEDMAN.
WILLIAM SILVESTER.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Henry Tansley and Thomas Harold Whitefoot carrying on business as Gentlemen's Outfitters and Hosiery at 64 Market-street Longton in the county of Stafford under the style or firm of Henry Tansley and Co. has been dissolved by mutual consent as and from this date. All debts due to and owing by the said late firm will be received and paid by the said Henry Tansley.—Dated 21st day of November 1896.

HENRY TANSLEY.
THOS. HAROLD WHITEFOOT.

NOTICE is hereby given that the Partnership heretofore subsisting between Alexander Towerzy and James Walter White of No. 52 Royal York-crescent Clifton in the city of Bristol carrying on business as Pharmaceutical Chemists at Clifton aforesaid under the style or firm of Giles Schacht and Co. has been dissolved pursuant to Articles of Partnership as and from the thirty-first day of December 1895. All debts due to and owing by the late firm will be received and paid by the said James Walter White.—Dated this 24th day of November 1896.

ALEXANDER TOWERZEY,
By Jas. W. White his Attorney lawfully authorized.
JAS. W. WHITE.

NOTICE is hereby given that the Partnership hitherto existing between Henry Stanhope Owens and Frederick William Cope in the business of Brass-founders carried on at 14A Weaman-street Birmingham under the style of F. W. Cope and Co. has been dissolved by mutual consent as from the 29th day of September 1896. All debts owing to and by the firm will be received and paid by the said Frederick William Cope who will in future carry on the business on his own account.—Dated this 23rd day of November 1896.

HENRY STANHOPE OWENS.
FREDERICK WILLIAM COPE.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Thomas Walton and Alice Carroll, Widow, carrying on the business of Coopers and Stave Dealers as executors of the late Patrick Carroll at 179 Duke-street Liverpool in the county of Lancaster under the style of Patrick Carroll has been dissolved by mutual consent as from the 31st day of May 1896. The said business has been purchased by the said Alice Carroll and will henceforth be carried on by her alone and on her own account under the style of Patrick Carroll.—Dated this twenty-fourth day of November 1896.

THOMAS WALTON.
ALICE CARROLL.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned William Mosedale Ebenezer Mosedale Thomas Mosedale Henry Mosedale and John Mosedale carrying on business as Builders and Contractors at No. 6 Arthur-street Derby in the county of Derby under the style or firm of Mosedale Brothers has been dissolved so far as concerns the said William Mosedale as and from the date hereof. All debts due to and owing by the said late firm will be respectively received and paid by the continuing partners who will carry on the said business at No. 6 Arthur-street aforesaid.—Dated this fourteenth day of November 1896.

WILLIAM MOSEDALE.
EBENEZER MOSEDALE.
THOMAS MOSEDALE.
HENRY MOSEDALE.
JOHN MOSEDALE.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Arthur George McKewan and Edward Soutter Barnsley carrying on business at No. 45 Frederick-street Birmingham as Jewellers under the style or firm of Robinson and McKewan and as Silversmiths under the style or firm of Barnsley and Co. has been dissolved by mutual consent as and from the 30th day of June last. All debts due to and owing by the said late firm will be received and paid by the said Arthur George McKewan by whom the said businesses will henceforth be carried on.—Dated this 23rd day of November 1896.

EDWARD S. BARNSELY.
A. G. MCKEWAN.

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned James Frederick Shaw, William Andrew Le Roy and Charles Reginald Cecil Miller carrying on business as Merchants at Birmingham, under the style or firm of Shaw Le Roy and Co., and in the Argentine and Uruguay Republics (River Plate) in South America, under the style or firm of Shaw Miller and Co. was dissolved by mutual consent as from the 31st day of March 1896.—Dated this 20th day of November 1896.

JAS. F. SHAW.
W. A. LE ROY.
C. R. C. MILLER.

NOTICE is hereby given that the Partnership heretofore existing between us the undersigned William Griffiths and Arthur Henry Davies in the trade or business of Purveyors of Meat carried on by us at the Menai Meat Stores Menai Bridge in the county of Anglesey under the firm of Griffiths and Davies was dissolved on the eighth day of August one thousand eight hundred and ninety-six by mutual consent. All debts due to and owing by the late firm will be received and paid by the undersigned William Griffiths by whom the business will in future be carried on at the Menai Meat Stores Menai Bridge aforesaid.—Dated this twelfth day of November 1896.

WILLIAM GRIFFITHS.
ARTHUR H DAVIES.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned Booth Sutcliffe and Edward Losh Dutton lately carrying on the trade or business of Engineers and Wood Working Machine Makers under the style or firm of John Sutcliffe and Son at Range Bank Halifax in the county of York has been dissolved by mutual consent as and from the 31st day of August last. The said trade or business will in future be carried on under the said style or firm of John Sutcliffe and Son at Range Bank Halifax aforesaid by the said Edward Losh Dutton alone by whom all debts due to or owing by the said late firm will be respectively received and paid.—Dated this 21st day of November 1896.

BOOTH SUTCLIFFE.
EDWARD L. DUTTON.

NOTICE is hereby given that the Partnership heretofore subsisting between us the undersigned William Aston and George Alexander Gibb carrying on business as Surgeons at 177 Lozells-road Handsworth in the county of Stafford and at 25 Great Hampton-row and 373 Lodge-road both in the city of Birmingham in the county of Warwick under the style or firm of Aston and Gibb was dissolved as and from the 10th day of September 1896, by mutual consent.—Dated the twenty-fifth day of November 1896.

W.M. ASTON.
G. A. GIBB.

[Excerpt from the Edinburgh Gazette of November 20, 1896.]

THE Business of Victoria Tube Works at Coatbridge, recently carried on by the Subscribers, the Trustees and Executors of the late James Allan, Tube Manufacturer, was on 15th May 1896 transferred to the Subscribers John Allan, David Mackenzie, William Wilson, and John Allan Wilson, by whom the same has since been carried on for their own behoof under the firm of James Allan and Company.

Glasgow, 11th November 1896.

JAMES ALLAN, JR.,
THOMAS STARK,
ROLAND BEARD,
HUGH ROSS,
JAS. M'MILLAN,

The sole surviving and accepting Trustees and Executors of the late James Allan.

James Anderson Bow, Law-Clerk, 180 West Regent-street, Glasgow, Witness.

E. Paterson, Law-Clerk, 180 West Regent-street, Glasgow, Witness.

JOHN ALLAN.
DAVID MACKENZIE.
JOHN ALLAN WILSON.
WILLIAM WILSON.

Wm. Niven, Writer, Glasgow,

Wm. Kidd, Writer, Glasgow,

Witnesses to the Signature of the said David Mackenzie.

Wm. Kidd, Writer, Glasgow,

Thomson Vass, 139 St. Vincent-street, Glasgow, Apprentice-at-Law,

Witnesses to the Signatures of John Allan, John Allan Wilson, and William Wilson.

JAMES LONGBOTTOM 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 persons having any claim against the estate of James Longbottom late of Upper Laith Farm Bradley near Huddersfield in the county of York Farmer deceased (who died on the 2nd day of October 1896 and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 19th day of October 1896 by Jonas Holmes of Bradley aforesaid Farmer and James Smith of Rastrick in the said county Farmer the executors therein named) are hereby required to send particulars in writing of their claims to me the undersigned Solicitor for the said executors on or before the 15th day of December next after which date the executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November 1896.

GEO. FURNISS Bank-buildings Brighthouse Solicitor for the said Executors.

EVERILDA ANSTAY CORNISH Deceased.

Pursuant to the Statute 22nd and 23rd Victoria cap. 35.

NOTICE is hereby given that all creditors and others having any claims against the estate of Mrs. Everilda Anstay Cornish late of Weston-super-Mare in the county of Somerset Widow deceased (who died on the 28th day of February 1896 and whose will was proved by Charles William Sly the sole executor therein named in the District Probate Registry of Her Majesty's High Court of Justice at Wells on the 4th day of April 1896) are hereby required to send particulars of their claims to us on behalf of the said executor on or before the 24th day of January 1897 as after that day the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto having regard only to the claims of which they shall then have had notice.—Dated this 24th day of November 1896.

BAKER and CO. Weston-super-Mare Solicitors for the said Executor.

Mrs. ELIZA BOTLY Deceased.

Pursuant to the Statute 22 and 23 Victoria c. 35.

NOTICE is hereby given that all creditors and other persons having any claims against the estate of Eliza Botly late of 103 Lincoln-road Peterborough Widow deceased (a partner of the firm of Botly & Lewis of 25 King-street Reading Berks Jewellers) who died on the 11th August 1896 and whose will with a codicil thereto was proved in the Principal Probate Registry by George Briant Botly and William Horsley two of the executors on the 29th October 1896 are required to send particulars in writing of their claims to us the undersigned on or before the 1st day of January 1897 after which date the executors will distribute the assets of the deceased amongst the persons entitled thereto having regard only to the claims of which they shall then have had notice.—Dated this 26th day of November 1896.

HORSLEY & WEICHTMAN 1, Guildhall-chambers, Basinghall-street London. E.C. Solicitors for the Executors.

JOHN STAFFORD Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all persons having any claims or demands upon or against the estate of John Stafford late of Jesmond Vale in the city and county of Newcastle-upon-Tyne Agent deceased (who died on the 19th day of January 1875 and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Newcastle-upon-Tyne on the 3rd day of July 1875 by Thomas Stafford and Peter Elliott the executors therein named) are hereby required to send in the particulars in writing of such claims and demands on or before the 31st day of December 1896 to us the undersigned the Solicitors for the said Thomas Stafford the surviving executor; and notice is hereby further given that after that date the said surviving executor will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which he shall then have had notice and that the said surviving executor will not be liable for the assets for the said deceased or any part thereof so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 24th day of November 1896.

COOPER and GOODGER 27 Grey-street Newcastle-upon-Tyne Solicitors for the said Thomas Stafford the surviving Executor.

SARAH HARRISON Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all persons having any claims or demands upon or against the estate of Sarah Harrison late of Colwell near Barrasford in the county of Northumberland Spinster deceased (who died on the 25th day of March 1888 and of whose estate letters of administration with the will annexed were granted by the Newcastle-upon-Tyne District Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of August 1896 to Margaret Isabel Blacklock and Charles William Swainston Goodger the executors of the will of William Harrison the natural and lawful brother and only next of kin of the said deceased) are hereby required to send in the particulars in writing of such claims and demands on or before the 31st day of December 1896 to us the undersigned the Solicitors for the said administrators; and notice is hereby further given that after that date the said administrators will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which they shall then have had notice and that the said administrators will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 24th day of November 1896.

COOPER and GOODGER 27 Grey-street Newcastle-upon-Tyne, Solicitors for the Administrators.

WILLIAM HARRISON Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of Her Present Majesty intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all persons having any claims or demands upon or against the estate of William Harrison late of Colwell College, Colwell near Barrasford in the county of Northumberland Gentleman deceased (who died on the 26th day of October 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 23rd day of January 1896 by Margaret Isabel Blacklock and Charles William Swainston Goodger the executors therein named) are hereby required to send in the particulars in writing of such claims and demands on or before the 31st day of December 1896 to us the undersigned the Solicitors for the said executors; and notice is hereby further given that after that date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto having regard only to the claims and demands of which they shall then have had notice and 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 claims or demands they shall not then have had notice.—Dated this 24th day of November 1896.

COOPER and GOODGER 27 Grey-street Newcastle-upon-Tyne Solicitors for the Executors.

MARGARET HOLMES 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 claims or demands upon or against the estate of Margaret Holmes late of Huntingdon in the county of Huntingdon Widow (who died on the 10th day of November 1895 and whose will was proved in the District Registry at Peterborough of the Probate Division of Her Majesty's High Court of Justice on the 18th day of December 1895 by Arthur George Dilley of Huntingdon aforesaid Auctioneer and William Cooper of Ramsey in the said county of Huntingdon Bank Clerk (the executors therein named) are hereby required to send in the particulars of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 28th day of December 1896; and notice is hereby given that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto having regard only to the claims of which the said executors shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 24th day of November 1896.

HUNNYBUN and SONS, Huntingdon, Solicitors for the said Executors.

SUSANNA MARIA WHITE Deceased.

Pursuant to the 22nd and 23rd Victoria cap. 35.

NOTICE is hereby given that all persons having any claim upon the estate of Susanna Maria White late of 13, Regent-street, Cheltenham in the county of Gloucester, Ladies Outfitter (who died on the 10th day of July 1896 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 6th day of November 1896 by Alexander Cummings the executor named in the said will) are to send in particulars thereof to the undersigned on or before the 31st day of December next after which date the executor will distribute the assets of the deceased, and will not be liable therefor to any person of whose claim they shall not then have had notice.—Dated this 24th day of November 1896.

LEY WOOD and RICKERBY 2, Ormond-place, Cheltenham, Solicitors for the said Executor.

WILLIAM ALEXANDER ADAMS Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of William Alexander Adams late of Gaines in the county of Hereford, Esquire deceased (who died on the 31st day of January 1896 and whose will was proved in the Hereford District Registry of the Probate Division of Her Majesty's High Court of Justice on the 14th day of February 1896 by Charles Lemesle Adams of Wolverhampton in the county of Stafford Solicitor and Douglas Adams of 85 Oxford-terrace Hyde Park in the county of London Artist the executors therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 24th day of December 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 24th day of November 1896.

DENT and ADAMS 80 Darlington-street Wolverhampton Solicitors for the Executors.

MARK KELLETT Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Mark Kellett, late of 74, Binbrook-street, Bradford in the county of York, Ironmoulder, deceased (who died on the 12th day of May 1895, and whose will was proved in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice on the 5th day of May 1896 by William Butterwick and George Arthur Mitchell the executors therein named) are hereby required to send the particulars in writing of their claims and demands to us the undersigned the Solicitors for the said executors on or before the 31st day of December 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 25th day of November 1896.

GAUNT HINES and BOTTOMLEY Tanfield-buildings, Bradford, Solicitors for the said Executors.

HENRY CROOK Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. c. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Henry Crook late of Belle Vue, Calne, in the county of Wilts Gentleman, deceased (who died on the 3rd day of November 1896 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 November 1896 by Edward Spackman of Mill-lane West Hampstead in the county of Middlesex Milk Purveyor and Richard Spackman of 26 the Vineyard Richmond in the county of Surrey Milk Purveyor the executors therein named) are hereby required to send particulars in writing of their claims or demands to us the undersigned Solicitors to the said executors on or before the 1st day of February 1897 after which date the said executors will proceed to distribute the assets of the said deceased, amongst the persons entitled thereto, having regard only to the claims and demands of which they shall have had notice, 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 the 25th day of November 1896.

KEARY and STOKES Chippenham Wilts Solicitors for the Executors.

NOTICE is hereby given that all persons being creditors or otherwise having any claims upon or against the estate of Frederick Swinnerton Dyer late of Lingdale Bournemouth Hants deceased who died on the 6th day of October 1896 and whose will was proved on the 6th day of November 1896 by Kate Constance Swinnerton Dyer of Lingdale Bournemouth Martha Elizabeth Dyer of 17 St. John's-park Highgate Middlesex and Lieutenant-Colonel William Pontz Blandy late R.A. 5 Ingersoll-road Uxbridge-road Middlesex executors of the said will are required on or before the 31st day of December 1896 to send to the undersigned Kate Constance Swinnerton Dyer the particulars of their claims upon or against the said estate; and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto having regard to the claims of which they shall then have notice.—Dated 19th day of November 1896.

KATE C. SWINNERTON DYER Lingdale Bournemouth Hants for self and co-Executors.

WILLIAM HOLAH Deceased.

Pursuant to Statute 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and persons having any claims or demands upon or in anywise affecting the estate of William Holah late of Birmingham in the county of Warwick Gentleman formerly of Willington-place Stoke Newington in the county of Middlesex deceased who died intestate in or about the year 1864 the place of his death being unknown but believed to be at Birmingham aforesaid letters of administration of whose personal estate were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 20th day of November 1896 to John Reynold Holah of 44 Snell's-park Edmonton in the county of Middlesex Esquire the lawful brother and only next-of-kin are hereby required on or before the 23rd day of December next to send in particulars of their respective claims and demands to us the undersigned the

Solicitors for the said administrator at our offices No. 6 Frederick's-place Old Jewry in the city of London after which time the said administrator will proceed to distribute the assets and deal with the estate of the said deceased having regard only to the claims of which the said administrator shall then have had notice and the said administrator will not be liable for the said assets of the deceased or any part thereof so distributed or dealt with to any person of whose debt or claim he shall not then have had notice.—Dated this 23rd day of November 1896.

MAPLES TEESDALE and CO. 6 Frederick's-place Old Jewry London E.C. Solicitors for the Administrator.

ELIZABETH FISHER CHRISTIAN (Spinster) 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 Elizabeth Fisher Christian formerly of 20 St. Luke's-road subsequently of 36 FitzWilliam-road and late of 16 Lydon-road Old Town all of Clapham in the county of Surrey Spinster (who died on the 28th day of August 1896 at West Cliff Lodge Fort-crescent Margate Kent and whose will was proved by William Melville, Daniel Stock and Amelia Melville the executors therein named in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 23rd day of November 1896) are hereby required to send particulars in writing of their debts claims or demands to me the undersigned as Solicitor to the said executors on or before the 5th day of January 1897 after which day the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto having regard only to the debts claims and demands of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person or persons of whose debt claim or demand they shall not then have had notice.—Dated this 26th day of November 1896.

DANIEL STOCK 171 Queen Victoria-street London E.C. Solicitor to the said Executors.

JAMES BOUGH Deceased.

Pursuant to the Statute 22nd and 23rd Victoria chap. 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 claims or demands upon or against the estate of James Bough late of the parish of Hanley Castle in the county of Worcester Machinist deceased (who died on the 17th day of May 1896 and whose will was proved in the District Registry of the Probate Division of the High Court of Justice at Worcester on the 2nd day of September 1896 by Mary Bough the lawful Widow and relict of the said deceased) are hereby required to send particulars in writing of their claims and demands to me the undersigned Solicitor on or before the 5th day January 1897 after which date the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which she shall then have had notice.—Dated this 24th day of November 1896.

GEORGE POWELL Public Offices, Upton-upon-Severn Solicitor for the said Administratrix.

Re NICHOLAS LAMACRAFT 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 Nicholas Lamacraft late of No. 1 Higher Belmont-road in the county of the city of Exeter Retired Maltster deceased (who died on the 12th day of October 1896 and whose will was proved in the Exeter District Registry of the Probate Division of Her Majesty's High Court of Justice on the 7th day of November 1896 by William Alfred Stone of No. 34 Longbrook-street Exeter and Harry Lamacraft of the Globe Hotel, Clifton-road, Exeter, the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned the Solicitor for the said executors on or before the 25th day of December 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 9th day of November 1896.

EDWARD J. BRUTTON Solicitor Exeter.

JOHN MARSHALL 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 persons having any claims or demands upon or against the estate of John Marshall late of the Artichoke Inn, Orpington, in the county of Kent, Licensed Victualler, deceased (who died on the 13th day of May 1896 and whose will and codicil were proved on the 9th day of July 1896 in the Principal Probate Registry of Her Majesty's High Court of Justice by Susan Jane Marshall, Widow of the said deceased, and Edward Walker of Orpington aforesaid, Postman, the executrix and executor therein named) are hereby required to send in particulars of their claims and demands to us the undersigned the Solicitors for the said executors on or before the 6th day of January 1897 and notice is hereby also given that after that date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto having regard only to the claims and demands of which the said executors shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose claim or demand they shall not then have had notice.—Dated this 24th day of November 1896.

BARRAUD and JUPP 7 St. Mildred's-court Poultry, E.C. Solicitor for the said Executors.

Re ELLEN PRIOR, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Ellen Prior, late of 21 Brunswick-street, Yeovil, in the county of Somerset, Widow, deceased (who died on the 3rd day of June, 1896, and to whose personal estate 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 9th day of November 1896, to Emma Matilda Knight, of 21 Brunswick-street, Yeovil aforesaid, Spinster, a creditor of the said testatrix, Austin Oliver, the sole executor and universal legatee of the said will having been duly cited but not having in any wise approved), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said administratrix, on or before the 1st day of March, 1897, 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 23rd day of November 1896.

RICHARD KNIGHT, Allithwaite, Grange-over-Sands, Lancashire, Solicitor for the said Administratrix.

JOSEPH BUTCHER Deceased.

NOTICE is hereby given that all persons claiming against the estate of Joseph Butcher late of Chesham Bucks Banker deceased who died on the 21st October 1896 and whose will was proved in the Principal Probate Registry on the 21st November 1896 are required to send particulars in writing of their claims to me the undersigned on behalf of Mrs. Jessie Butcher the executrix on or before the 1st day of January next.—Dated the 26 November 1896.

CLEMENT CHEESE 123 Pall-mall London Solicitor.

PETER POTTS Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Peter Potts late of Priory Mount Broad-road Sale in the county of Chester Gentleman deceased (who died on the 19th day of July 1896 and whose will was proved in the District Registry of the Probate Division of Her Majesty's High Court of Justice at Chester on the 5th day of November 1896 by Charles Parkin and Robert Wright the executors therein named) are hereby required to send particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executors on or before the 31st day of December 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 or demands of which they shall then have

had notice and that the said executors will not be liable or accountable 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 24th day of November 1896.

MARRIOTT and CO. 12 Norfolk-street Manchester Solicitors for the Executors.

MARY KEMP 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 Mary Kemp formerly of Hose near Melton Mowbray in the county of Leicester but late of No. 62 East Lamartine-street in the town and county of Nottingham Widow deceased (who died on the sixth day of November 1896 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 1896 by William Mair of Macclesfield in the county of Chester Solicitor the executor therein named) are hereby required to send the particulars in writing of their claims or demands to us the undersigned the Solicitors for the said executor on or before the 26th day of December 1896 after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which he shall then have had notice and he will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demand he shall not then have had notice.—Dated this 23rd day of November 1896.

MAIR and BLUNT 2 King Edward-street Macclesfield Solicitors for the Executor.

CHARLES HENRY STONE Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Charles Henry Stone late of 219 Chapel-street Salford in the county of Lancaster Jeweller deceased (who died on the 28th day of April last and whose will was proved in the District Registry at Manchester of the Probate Division of Her Majesty's High Court of Justice on the 8th day of July last by George Tuckett Pollard and John Henry Law both of Salford aforesaid 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 24th day of December next after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 23rd day of November 1896.

THOS. CHORLTON SON and HAMER 32 Brazen-nose-street Manchester Solicitors for the said Executors.

LAURA LUSCOMBE 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 against the estate of Laura Luscombe late of No. 1 Salcombe-villas Merton Park in the county of Surrey Widow deceased (who died on the 3rd day of September 1896 and letters of administration to whose estate and effects were on the 19th day of November 1896 granted to John Turnley Luscombe the natural and lawful son and one of the next of kin of the said intestate out of the Principal Registry of the Probate Division of Her Majesty's High Court of Justice) are hereby required to send the particulars in writing of their claims or demands to me the undersigned Henry White on or before the 28th day of December 1896 after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 25th day of November 1896.

HENRY WHITE 7 Southampton-street Bloomsbury London W.C. Solicitor for the said Administrator.

ARTHUR JAMES SMOUT Deceased.

Pursuant to the Statute 22 and 23 Victoria cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and persons having any claims or demands upon or against the estate of Arthur James Smout late of 31 Connaught-street Hyde Park in the county of Middlesex formerly a Butcher but late of no occupation who died on the 11th day of October 1896 and whose will was proved by Alice Smout of 31 Connaught-street Hyde Park aforesaid Widow the sole executrix therein named on the 6th day of November 1896 in the Principal Registry of the Probate Division of the High Court of Justice are hereby required to send in particulars of their claims and demands to me the undersigned her Solicitor, on or before the 1st day of January 1897 and notice is hereby also given that after that day the said executrix will proceed to distribute the assets of the deceased among the parties entitled thereto having regard only to the claims of which the said executrix shall then have notice and that 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 then have had notice.—Dated this 26th day of November 1896.

H. W. CHRISTMAS 42A Bloomsbury-square W.C.
Solicitor for the Executrix.

FRANCES SARAH PLATT Deceased.

NOTICE is hereby given pursuant to the Statute 22 and 23 Victoria cap. 35 that all persons having any claims or demands upon or against the estate of Frances Sarah Platt late of Hotspur House Hotspur-street Shrewsbury in the county of Salop Spinster (who died on the 27th day of April 1896 and whose will was proved by Robert Neill the younger of Broughton-lane Strange-ways Manchester in the county of Lancaster Builder and Contractor and Richard Taylor Fairclough of Mersey Mills Warrington in the said county of Lancaster Corn Miller the executors therein named on the 1st day of June 1896 in the District Registry at Shrewsbury 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 Solicitors on or before the 4th day of January 1897 and that after that day the said executors will proceed to distribute the assets of the said Frances Sarah Platt deceased among the parties entitled thereto having regard only to the claims of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 23rd day of November 1896.

SALE SEDDON and CO. 29 Booth-street Manchester Solicitors for the said Executors.

SIR GEORGE FERDINAND RADZIVILL FORESTIER-WALKER Baronet 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 persons having claims against the estate of Sir George Ferdinand Radzivil Forestier-Walker Baronet late of Castleton, Monmouthshire who died on 1st August 1896 and whose will was proved in the Principal Registry of the Probate Division by Sir George Ferdinand Forestier-Walker Baronet one of the executors therein named on 12th November 1896 are hereby required to send in particulars of their claims to us the undersigned solicitors to the said executor on or before 23rd December next after which date the executor will finally distribute the assets of the said deceased having regard only to the claims of which he shall then have notice and he will not be liable for the said assets or any part thereof so distributed to any person or persons of whose claims he shall not then have had notice.—Dated 23rd November 1896.

CARLISLE, UNNA, RIDER and HEATON,
8, New-square Lincoln's-inn London Solicitors for the said Executor.

HOWARD JOHN KENNARD Esq. 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 persons having claims or demands against the estate of Howard John Kennard late of 20 Hyde Park-terrace in the county of Middlesex and of 67 Upper Thomas-street in the city of London Esquire (who died on 8th August 1896) and whose will was proved in the Principal Registry of the Probate Division by Robert William Kennard and Howard Charles Kennard two of the executors therein named on 31st October 1896 are hereby required to send in particulars of their claims to us the undersigned Solicitors to the said executors on or before 31st December next, after which date the

executors will finally distribute the assets of the said deceased having regard only to the claims of which they shall then have notice and they will not be liable for the said assets or any part thereof so distributed to any person or persons of whose claims they shall not then have had notice.—Dated 23rd November 1896.

CARLISLE, UNNA, RIDER, and HEATON,
8 New-square, Lincoln's-inn London Solicitors for the said Executors.

ROBERT BENSON PARROTT 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 Robert Benson Parrott late of Margaret-street, Poole, Dorset Agerated Water Manufacturer who died on the 4th day of October 1884 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th day of January 1896 by Mary Parrott of 15 Harold-road, Hornsey Middlesex the Widow and the executrix 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 executrix on or before the 19th day of December 1896 and notice is hereby given, that at the expiration of that time the said executrix will proceed to distribute the assets of the said testator amongst the persons entitled thereto having regard only to the debts claims and demands 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 this 26th day of November 1896.

DRUCES and ATTLEE 10 Billiter-square London E.C. Solicitors for the said Executrix.

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 Zachariah Laurence late of 44 Holland-road Kensington and 27 Gracechurch-street and formerly of 165 Queen Victoria-street and afterwards of 210 Strand London Solicitor deceased (who died on the 18th of September 1896 and whose will was proved in the Principal Registry on the 16th of November 1896 by Robert Arthur Germaine of 1 Temple-gardens and Charles Paice of 6 Furnival's-inn London the executors therein named) are hereby required to send the particulars in writing of their claims or demands to Messrs. Paice and Cross of 6 Furnival's-inn aforesaid on or before the 27th of December 1896, after which date the executors will proceed to distribute the estate of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the deceased or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 23rd of November 1896.

PAICE and CROSS Solicitors for the Executors.

RICHARD BROWN 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 and other persons having any debts claims or demands against the estate of Richard Brown late of Crifftin House in the parish of Wentnor in the county of Salop Gentleman who died on the 29th day of July 1896 and whose will with a codicil thereto was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 24th day of August 1896 by Richard Brown and James Glendover Hughes two of the executors therein named (power being reserved of making the like grant to Thomas Brown the other executor named in the said will) 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 25 day of February 1897 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 persons entitled thereto having regard only to the debts claims and demands of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person or persons of whose debt claim or demand they shall not then have had notice.—Dated this 25 day of November 1896.

MARSTON and SONS Ludlow Solicitors for the said Executors.

JOHN EWART, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any debts, claims or demands against the estate of John Ewart, late of 182 Upper Kennington-lane, in the county of Middlesex, deceased, who died on the 14th day of September 1896, and to 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 10th day of October, 1895, to Mary Ewart are hereby required to send in the particulars of their debts, claims and demands to Messrs. Arthur E. Green and Co., 17 Coleman-street, London, E.C. Accountants on behalf of the undersigned, the said administratrix, on or before the 31st day of December, 1896; after the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said administratrix shall then have had notice; and that the said administratrix will not be liable for the assets or any part thereof so distributed to any person of whose debt, claim or demand she shall not have had such notice as aforesaid.—Dated this 18th day of November 1896.

MARY EWART.

THOMAS ORGILL-LEMAN Deceased.

EMILY ANTONIA ORGILL-LEMAN Deceased.

Pursuant to the Statute 22nd and 23rd Vic. c. 35. **N**OTICE is hereby given that all creditors and persons having any debts claims or demands upon or against the estate of Thomas Orgill-Leman late of Brampton in the county of Essex Clerk in Holy Orders deceased (who died on the 7th day of June 1873 and whose will was proved in the Norwich District Probate Registry on the 12th day of July 1873 by Emily Antonia Orgill-Leman late of Chargrove House Cheltenham in the county of Gloucester Widow deceased the executrix therein named) or upon or against the estate of the said Emily Antonia Orgill-Leman (who died on the 15th day of February 1896 and whose will was proved in the Principal Probate Registry on the 20th day of May 1896 by Wyndham Slade Esquire and Helen Mary Gover Widow (the executors therein named) are hereby required to send in particulars in writing of their debts claims or demands to us the undersigned on or before the 12th day of December next and notice is hereby further given that at the expiration of such time the said executors will proceed to distribute the assets of the said Thomas Orgill-Leman and Emily Antonia Orgill-Leman 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 Thomas Orgill-Leman or the said Emily Antonia Orgill-Leman or any part thereof so distributed to any person or persons of whose claim or demand they shall then not have had notice.—Dated this 24th day of November 1896.

MEYLER and SHEPPARD 8 Hammet-street
Taunton Solicitors to the said Executors.

Re HENRY JONES Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of Henry Jones formerly of No. 30 Sotheby-road Highbury in the county of Middlesex but late of No. 103 Queen's-road Finsbury Park in the county of Middlesex and of No. 30 Great Saffron hill Farringdon-street in the city of London deceased (who died on the 1st day of October 1896 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 13th day of November 1896 by Florence Ada Jones of 103 Queen's-road Finsbury Park aforesaid John Mortimer Jones of 12 Nicholas-lane in the county of London Esquire and Clarence Edward Major of Bury St. Edmunds in the county of Suffolk Esquire the executors therein named) are hereby required to send the particulars in writing of their claims or demands to me the undersigned Brown Webb on or before the 1st day of January 1897 after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 23rd day of November 1896.

B. WEBB 16 St. Helen's-place Bishopsgate-street
E.C. Solicitor for the said Executors.

Re WILLIAM PROSSER Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands against the estate of the before-named William Prosser late of Gowerton in the county of Glamorgan deceased who died on the 11th day of May 1896 and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the thirtieth day of October one thousand eight hundred and ninety-six by Frederick William Richardson of Number 8 Oxford-street in the county borough of Swansea the executor therein named) are hereby required to send the particulars in writing of their claims and demands to us the undersigned Viner Leeder and Morris on or before the fourth day of December one thousand eight hundred and ninety-six after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands he shall not have had notice.—Dated this 24th day of November 1896.

VINER LEEDER and MORRIS Swansea Solicitors for the said Executor.

ROBERT SPENCER SHIELD Deceased.

Pursuant to the Statute 22nd and 23rd Vic. chap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Robert Spencer Shield late of Norwood House 12 Westbourne-grove Scarborough in the county of York and formerly of 4 Montpellier-terrace Scarborough aforesaid Retired Surgeon deceased (who died on the 31st day of July 1896 and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 24th day of September 1896 by Maria Elizabeth Shield and Beatrice Shield the executrices in the said codicil named) are hereby required to send in particulars in writing of their claims or demands to us the undersigned Solicitors to the said executrices on or before the 31st day of December 1896 after which date the said executrices will proceed to distribute the assets of the deceased among the parties entitled thereto having regard only to the claims and demands of which they shall then have had notice and they will not be liable or accountable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 23rd day of November 1896.

WATTS KITCHING and DONNER 38 Queen-street Scarborough.

RICHARD MEAKIN Deceased.

Notice of Creditors.

ALL persons creditors of Richard Meakin late of Coruley in the county of Salop Retired Farmer deceased who died on the 29th day of February 1896 are required to send in their claims to Mrs. Ann Kirby Aston of Elmoresend Whitbourne near Worcester the acting executor of the will of the deceased on or before the 31st day of December 1896 after which date the said Ann Kirby Aston intends to distribute the assets of the said deceased having regard only to the claims of which she shall then have had notice.—Dated this 23rd day of November 1896.

E. LASHFORD CAVE Bromyard Solicitor to the Executor.

In the estate of GEORGE MERRY late of Sydney in the Colony of New South Wales Gold Miner Deceased a native of Worton or Steeple Aston or elsewhere in the county of Oxford in England.

Pursuant to the Act of the Legislature of New South Wales 26 Victoria No. 12.

NOTICE is hereby given that all creditors and other persons having any debt or claim upon or affecting the estate of the above-named George Merry deceased who died on or about the first day of January one thousand eight hundred and ninety-five and whose will was proved in the Supreme Court of New South Wales on the sixteenth day of July one thousand eight hundred and ninety-six by James Scott Paterson the executor thereof are hereby required to send in the particulars of their claims to the undersigned the Solicitors for the said executor or to their Agents Messrs. Bell Brodrick and Gray of Ormond House Great Trinity-lane London in England on or before the first day of June one thousand eight hundred and ninety-seven at the expiration of which time the said executor will proceed to

distribute the assets of the said George Merry deceased among the persons entitled thereto having regard to the debts and claims only of which the said executor shall then have had notice and the said executor will not be liable for the assets so distributed to any person of whose debt or claim he shall not have had notice at the time of such distribution.—Dated this first day of October 1896.

CAPE, KENT and GADEN, Commercial Union-chambers, Pitt and Hunter-streets, Sydney, New South Wales, Solicitors for the Executor.

Estate of the late ROBERT McMENEMY of Tati, South Africa.

NOTICE is hereby given that the Court of the Resident Commissioner for the Bechuanaland Protectorate will be moved at Mafeking in the Cape Colony, or at such other place where the said Court may then be sitting, on the 15th day of March next, to authorize the Executor Dative in the estate of the said Robert McMenemy to pay over the balance remaining for distribution in the said estate to Edward McMenemy of Cookstown in the county of Tyrone, Ireland, and Mary McAnulty of 22 Marchioness-street, Cullingtree-road, Belfast, Ireland. All and every person or persons objecting to such distribution must lodge their objections, supported by affidavits, with the Clerk of the said Court on or before the 15th day of February next, and notice of such objection must also be given to the Executor Dative who must be served with copies of all documents filed.—Vryburg 28th September 1896.

H. J. SONNENBERG Executor Dative.

PURSUANT to an Order of the Chancery Division of the High Court of Justice made in the matter of the estate of James Johnston deceased and in an action of W. and S. Freeman v. Elizabeth Deborah Johnston 1896 J. No. 1693 the creditors of James Johnston late of Sherwood Cheam-road Sutton in the county of Surrey and of 40 and 68 Haymarket in the county of Middlesex (trading under the style or firm of Sherston and Company) Job Master and Livery Stable Keeper who died on the 25th day of September 1896, are on or before the 30th day of December 1896 to send by post prepaid to John Holmes and Son of 34 Clement's-lane Lombard-street London E.C. the Solicitors of the defendant Elizabeth Deborah Johnston 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 Stirling at his chambers the Royal Courts of Justice London on Thursday the 14th day of January 1897 at 12 o'clock at noon being the time appointed for adjudicating on the claims.—Dated this 23rd day of November 1896.

TILLEARDS 4 Lombard-court E.C. Plaintiffs' Solicitors.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 22nd day of August 1896 by Mary Elizabeth Tebbs of Bath-road Tannery Kettering Tanner Currier and Leather Merchant.

THE creditors of the abovenamed Mary Elizabeth Tebbs who have not already sent in their claims are required on or before the eleventh day of December 1896 to send in their names and addresses with the particulars of their debts or claims to me the undersigned Edwin Playster Steeds of 20 Friar-lane Leicester Chartered Accountant the Trustee appointed under the said deed or in default they will be excluded from the benefit of the Dividend then proposed to be paid.—Dated this 23rd day of November 1896. E. P. STEEDS.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 23rd day of May 1894 by David Martin late of Burlington-street Chesterfield in the county of Derby Musical Instrument Dealer.

THE creditors of the above named David Martin who have not already sent in their claims are required on or before the 8th day of December next to send in their names and addresses and the particulars of their claims to Mr. Percy Mason of No. 29-30 King-street London Chartered Accountant or to Mr. Samuel Edward Short of Chesterfield aforesaid Accountant the Trustees under the said deed or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November 1896.

STANTON and WALKER, Low-pavement, Chesterfield, Solicitors for the said Trustees.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 24th day of June 1896 by William Wright trading as A. E. Wright and Co. at 45 Pembroke-place Liverpool in the county of Lancashire Shop Fitters.

THE creditors of the above named William Wright, who have not already sent in their claims are required on or before the 5th day of December next to send in their names and addresses and the particulars of their debts or claims to Hart Varcoe of 61 Lord-street Liverpool aforesaid Accountant the Trustee under the said deed or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November 1896.

JOHN H. WHITE 61 Lord-street Liverpool Solicitor for the said Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 3rd day of September 1896 by Charles John Arnell of Portsmouth in the county of Hants Corn and Flour Merchant.

THE creditors of the above named Charles John Arnell who have not already sent in their claims are required on or before the 15th day of December 1896 to send in their names and addresses and the particulars of their debts or claims to Sydney Klein of 10 Old Corn Exchange Mark-lane in the city of London one of the Trustees under the said deed or to William Edmonds Chartered Accountant of 70 Commercial-road Portsmouth aforesaid or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 27th day of November 1896.

LEONARD C. MARGETSON 64 Gresham-street London E.C. Solicitor for Sydney Klein and Arthur Margetson Joint Trustees under the said Deed.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the twelfth day of October 1896 by Rachel Ann Hodgson of 2 Vulcan-street Tong-street near Bradford in the county of York, Grocer and Beerseller.

THE creditors of the above-named Rachel Ann Hodgson who have not already sent in their claims are required on or before the seventeenth day of December next to send in their names and addresses and the particulars of their debts or claims to Arthur Gilyard of Parkinson's-chambers Bradford in the said county of York Chartered Accountant the Trustee under the said deed or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated the twenty-fifth day of November 1896.

ATKINSON and WARD 29 Tyrrel-street Bradford Solicitors for the said Trustee.

In the Matter of a Deed of Assignment for the Benefit of Creditors executed on the 20th day of March 1895 by John Mounsey of Lorne-crescent in the city of Carlisle Bacon Curer.

A FIRST and Final Dividend of 7s. 8½d. in the pound has been declared in the above matter and will be paid by the Trustee William Joseph Armstrong, 1 Hart-street, Carlisle aforesaid, Accountant, on application any day after Thursday the 3rd day of December 1896 between the hours of 10 and 5 o'clock.

WRIGHT and BROWN 7 Bank-street, Carlisle aforesaid, Solicitors for the Trustee.

The Bankruptcy Act 1869.

In the County Court of Sussex, holden at Hastings.

A SUPPLEMENTARY Dividend is intended to be declared in the matter of proceedings for liquidation by arrangement or Composition with creditors instituted by James Dorman, of the Royal Victoria Library and No. 1 Mercatoria, both at St. Leonards-on-Sea in the county of Sussex, and residing at Guthrum, Dane-road, St. Leonards-on-Sea aforesaid, Bookseller, Stationer, Printer, Publisher and Librarian. Creditors who have not proved their debts by the 12th day of December 1896 will be excluded from the above Dividend.—Dated this 24th day of November 1896.

HOWARD W. COX Official Receiver.

The Bankruptcy Act, 1869.

In the High Court of Justice in Bankruptcy.

A FINAL Dividend of twenty shillings in the pound has been declared in the matter of Daniel Orpen of 10 Denmark-terrace Denmark Hill in the county of Surrey, Cheesemonger adjudicated bankrupt on the 31st day of July 1875, and will be paid by me at Bankruptcy-buildings Carey-street Lincoln's-inn on and after the 27th day of Novr. 1896.—Dated this 26 day of Novr. 1896. P. PAGET 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.
3762	Bates and Stevens ...	36, Windsor-road, Willesden Green, Middlesex	Builders	High Court of Justice in Bankruptcy	July 16, 1896	892 of 1896	Nov. 24, 1896	620	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3763	Boult, Thomas H. ...	7, Endymion-road, Brixton Hill, in the county of London	... ..	High Court of Justice in Bankruptcy	Sept. 4, 1896	1093 of 1896	Nov. 24, 1896	621	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3764	Henderson, William ...	18, Pullen's-buildings, Penton-place, Kennington Park-road, lately residing and carrying on business at Newington-crescent, Newington Butts, both in the county of London	Horse Dealer and Job Master	High Court of Justice in Bankruptcy	Nov. 25, 1896	1405 of 1896	Nov. 25, 1896	624	Debtor's	
3765	Jordan, Mark William ...	66, Leytonstone-road, in the borough of West Ham, Essex	Furniture Remover ...	High Court of Justice in Bankruptcy	Nov. 23, 1896	1395 of 1896	Nov. 23, 1896	619	Debtor's	
3766	O. Pahnmeier and Co. ...	Carrying on business at 22, Basinghall-street, in the city of London, and residing at 38, St. Julian's-road, Priory Park, Kilburn, in the county of London	Shippers	High Court of Justice in Bankruptcy	Nov. 2, 1896	1321 of 1896	Nov. 25, 1896	623	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3767	Allen, James	185 and 190, Great Lister-street, in the city of Birmingham	Butcher	Birmingham ...	Nov. 23, 1896	111 of 1896	Nov. 23, 1896	106	Debtor's	
3768	Lacey, Albert	Residing at 282, New John-street West, and trading at 15½, Whitehead-street, both in Birmingham, Warwickshire	Plater and Polisher ...	Birmingham ...	Nov. 24, 1896	112 of 1896	Nov. 24, 1896	107	Debtor's	
3769	Shepherd, Henry Thomas Minify	Sutton Cottage, Redhill, in the parish of Wrington, Somersetshire, lately residing at Hailstone Farm, Redhill, Wrington aforesaid	Farmer	Bristol	Nov. 23, 1896	60 of 1896	Nov. 23, 1896	50	Debtor's	
3770	Thompson, Henry William	Hawkesbury, Upton, near Chippenham ...	Baker	Bristol	Nov. 23, 1896	61 of 1896	Nov. 23, 1896	51	Debtor's	
3771	Browett, Albert Henry and Browett, Sydney Edward (trading as Browett Brothers) ...	High-street, Tewkesbury, Gloucestershire ...	Printers and Stationers...	Cheltenham ...	Nov. 21, 1896	20 of 1896	Nov. 21, 1896	19	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.
3772	Homan, Arthur Richard	2, Poplar-place, Shurdington-road, Cheltenham, lately of 1, Westall-buildings, Bath-road, Cheltenham, and trading at 1, Westall-buildings aforesaid, and formerly trading at 274, High-street, Cheltenham.	Draper	Cheltenham ...	Nov. 24, 1896	21 of 1896	Nov. 24, 1896	20	Debtor's	
3773	Tomlison, James	Derby-road, Belper, Derbyshire	Schoolmaster	Derby	Nov. 25, 1896	47 of 1896	Nov. 25, 1896	46	Debtor's	
3774	Elms, Alfred	Broadclyst, Devonshire... ..	Coal Dealer	Exeter	Nov. 24, 1896	36 of 1896	Nov. 24, 1896	36	Debtor's	
3775	Holmes, William	Residing at Derwent, Upper Walnut-road, and trading at Dorset House, Lower Walnut-road, both in Cockington, Devonshire	Auctioneer, House Agent, and Furniture Dealer	Exeter	Nov. 19, 1896	35 of 1896	Nov. 23, 1896	35	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3776	Gledhill, Sarah (recently carrying on business as John Gledhill)	36, Gerrard-street, Halifax, Yorkshire, recently carrying on business at 37, Horton-street, Halifax	Recently carrying on business as a Dentist, Widow	Halifax	Nov. 25, 1896	32 of 1896	Nov. 25, 1896	32	Debtor's	
3777	Easter, Henry George	North-street, King's Lynn, Norfolk	Grocer	King's Lynn ...	Nov. 23, 1896	16 of 1896	Nov. 23, 1896	13	Debtor's	
3778	Grattan, William	3, Mark-street, Woodhouse, in the city of Leeds	Milk Dealer	Leeds	Nov. 25, 1896	108 of 1896	Nov. 25, 1896	101	Debtor's	
3779	Hepworth, Joseph Scholes	Residing in lodgings at 2, Temple-view, Clark-lane, and trading at Long Close-lane, both in the city of Leeds	Butcher	Leeds	Nov. 23, 1896	106 of 1896	Nov. 23, 1896	98	Debtor's	
3780	MacIver, Donald	8, Bond-street, Leeds, 53, Manningham-lane, Bradford, and Woodbottom Farm, Rawden, all in Yorkshire	Photographer	Leeds	Nov. 5, 1896	99 of 1896	Nov. 23, 1896	99	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3781	Townend, James William	19, Osborne-view, Hyde Park-road, in the city of Leeds	Coal Merchant	Leeds	Nov. 23, 1896	107 of 1896	Nov. 23, 1896	100	Debtor's	
3782	Hudson, Charles Edward	Residing at 81, King-street, Leicester, Leicestershire	Boot Manufacturer	Leicester	Nov. 11, 1896	61 of 1896	Nov. 23, 1896	61	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3783	Whitaker, Charles	Harby, Leicestershire	Grocer and Draper	Leicester	Nov. 21, 1896	66 of 1896	Nov. 21, 1896	62	Debtor's	
3784	Pryor, John Pearce	18, Paddock-road and Station-approach, both in Lewes, Sussex	Ironmonger	Lewes and Eastbourne	Nov. 23, 1896	9 of 1896	Nov. 23, 1896	2	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.
3785	Sawyer, William ...	Nettleham, Lincolnshire ...	Higgler and Farmer ...	Lincoln ...	Nov. 21, 1896	27 of 1896	Nov. 21, 1896	24	Debtor's	
3786	Lucan, Thomas ...	Residing at 28, the Woodlands, Birkenhead, Cheshire, and carrying on business at B, Central-chambers, 17A, South Castle-street, in the city of Liverpool	Private Enquiry Agent ...	Liverpool ...	Nov. 25, 1896	93 of 1896	Nov. 25, 1896	74	Debtor's	
3787	Copleston, Edwin ...	Late of 16, Rothsay-road, Luton, Bedfordshire	Retired Straw Hat Manufacturer	Luton ...	Oct. 30, 1896	16 of 1896	Nov. 25, 1896	14	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3788	Dodds, Arthur Patrick (trading as Dodds Brother and Company)	13, Dean-street, Newcastle-on-Tyne ...	Iron Merchant ...	Newcastle-on-Tyne	Nov. 7, 1896	56 of 1896	Nov. 23, 1896	55	Creditor's...	Sec. 4-1 (D.), Bankruptcy Act, 1883
3789	Freeman, Robert England	Sandhoe, Hexham, Northumberland, trading at 4, Elswick-court, Newcastle-on-Tyne	Engineer ...	Newcastle-on-Tyne	Nov. 24, 1896	59 of 1896	Nov. 24, 1896	57	Debtor's	
3790	Hetherington, Robert ...	Residing and trading at the corner of Regent-street and Grainger-street, Cowpen Quay, Blyth, Northumberland	Grocer ...	Newcastle-on-Tyne	Nov. 25, 1896	60 of 1896	Nov. 25, 1896	58	Debtor's	
3791	Thompson, Michael Cawthorn (trading as Alex. Rhind and Co.)	44, Warwick-street, Heaton, trading at Darn Crook, both in Newcastle-on-Tyne	Engineer and Brass-founder	Newcastle-on-Tyne	Nov. 24, 1896	58 of 1896	Nov. 24, 1896	56	Debtor's	
3792	George, Fennemore ...	29, Outram-street, King's Cross, London, late of 53, Cloudeley-road, Islington, Middlesex, lately trading at 71, Upper Parliament-street, Nottingham	Cycle Manufacturer ...	Nottingham ...	Sept. 29, 1896	45 of 1896	Nov. 23, 1896	48	Creditor's...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3793	Rees, Elizabeth ...	Hamilton House, Hamilton-street, Fishguard, Pembrokeshire	General Dealer, Widow...	Pembroke Dock	Nov. 23, 1896	21 of 1896	Nov. 23, 1896	19	Debtor's	
3794	Hawkrige, William Henry	Plympton, Devonshire ...	Musician ...	Plymouth and East Stonehouse	Nov. 25, 1896	59 of 1896	Nov. 25, 1896	56	Debtor's	
3795	Greenwell, William ...	Now of 30, Darlington-terrace, lately residing at 46, Gas-street, both in West Hartlepool, in the county of Durham	Labourer ...	Sunderland ...	Nov. 24, 1896	34 of 1896	Nov. 24, 1896	30	Debtor's	
3796	Hampshire, Henry ...	Borough Corner, in the city of Wakefield ...	Late Dairyman's Manager	Wakefield ...	Nov. 25, 1896	36 of 1896	Nov. 25, 1896	28	Debtor's	

RECEIVING ORDER DISCHARGED.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Receiving Order.	Date of Discharge.	Grounds of Discharge.
Edden, Hugh	Residing and trading at the Fox and Goose Inn, Wigan-road, Skelmersdale, Lancashire	Innkeeper	Liverpool	79 of 1896	Sept. 19, 1896 ...	Nov. 13, 1896 ...	The Court being satisfied that the moneys mentioned in the terms of the Composition approved by the Court on the 13th November, 1896, have been paid

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.
De Leeuw, Morris Jacob	42, Compton-road, High-bury, in the county of London	Agent	High Court of Justice in Bankruptcy	1379 of 1896	Dec. 4, 1896	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 20, 1897	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	Nov. 24, 1896
Harbottle, John ...	The Wellington Club, Grosvenor-place, Middlesex, formerly residing at 8, Chester-terrace, Eaton-square, Middlesex	Of no occupation	High Court of Justice in Bankruptcy	1299 of 1896	Dec. 4, 1896	12 noon	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 14, 1897	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Jordan, Mark William	66, Leytonstone-road, in the borough of West Ham, Essex	Furniture Remover	High Court of Justice in Bankruptcy	1395 of 1896	Dec. 4, 1896	2.30 P.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 14, 1897	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Sass, Charles ...	Lately residing and trading at New Malden, Surrey, but whose present residence or place of business neither of the Petitioning Creditors are able to ascertain	Late Grocer and Provision Merchant	High Court of Justice in Bankruptcy	1292 of 1896	Dec. 4, 1896	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.	Jan. 12, 1897	12 noon	Bankruptcy - buildings, Carey - street, London, W.C.	
Webster, George and Binnie, John ... (trading as George Webster and Co.)	Residing at Albert Hall-mansions, Middlesex Residing at Melbourne, in the Colony of Victoria 29, Cannon-street, in the city of London, and of Melbourne aforesaid	Warehousemen and Copartners	High Court of Justice in Bankruptcy	1390 of 1896	Dec. 10, 1896	2 P.M.	Pillar Hall, Cannon-street Hotel, Cannon-street, E.C.	Feb. 23, 1897	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Hughes, Hugh ...	Pool-street, in the town and county of Carnarvon	Builder	Bangor	27 of 1896	Dec. 5, 1896	2 P.M.	Prince of Wales Hotel, Carnarvon	Dec. 3, 1896	12.15 P.M.	Magistrates' Room, Bangor	Nov. 24, 1896
Owen, Lewis ...	Residing and carrying on business at Tyhen, Llan-finan, Anglesey	Farmer and Cattle Dealer	Bangor	28 of 1896	Dec. 7, 1896	12.30 P.M.	Railway Inn, Llan-fair P.G.	Dec. 3, 1896	12.15 P.M.	Magistrates' Room, Bangor	Nov. 24, 1896
Williams, John ...	Tynycoed, in the parish of Llandanielfab, Anglesey	Farmer	Bangor	29 of 1896	Dec. 7, 1896	1 P.M.	Railway Inn, Llan-fair P.G.	Dec. 3, 1896	12.15 P.M.	Magistrates' Room, Bangor	Nov. 24, 1896

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Dennis, Moses ...	28, Mosley-street, Burton-on-Trent, Staffordshire, formerly Newhall, Derbyshire	Journeyman Baker, formerly Baker and Grocer	Burton-on-Trent	23 of 1896	Dec. 4, 1896	11 A.M.	Official Receiver's Offices, 40, St. Mary's-gate, Derby	Dec. 2, 1896	12 noon	Court - house, Station-street, Burton - on - Trent	
Perring, Walter ...	Rickling, Essex	Baker and General-shop Keeper	Cambridge ...	22 of 1896	Dec. 16, 1896	10 A.M.	Official Receiver's Office, 5, Petty-cury, Cambridge	Dec. 16, 1896	11 A.M.	Guildhall, Cambridge	Nov. 23, 1896
Townshend, Florence Standish, and Townshend, Laura Helena	30, Bouverie-road West, Folkestone, Kent	Boarding - house Keepers, Spinsters	Canterbury ...	44 of 1896	Dec. 5, 1896	11 A.M.	Official Receiver's Office, 73, Castle-street, Canterbury	Dec. 11, 1896	10 A.M.	Guildhall, Canterbury	Nov. 24, 1896
Newbould, Esther ...	Godfrey - street, Heanor, lately trading at the Midland Brick Works, Langley Mill, both in Derbyshire	Late Brick Manufacturer, Widow	Derby	45 of 1896	Dec. 4, 1896	11.30 A.M.	Official Receiver's Office, 40, St. Mary's-gate, Derby	Dec. 8, 1896	11 A.M.	County-hall, St. Mary's - gate, Derby	Nov. 25, 1896
Teasdale, Robert ...	Hutton House, Willington, in the county of Durham, trading with James Dallas, under the style or firm of R. Teasdale and Company, at Hutton House aforesaid	Painter and Decorator	Durham	18 of 1896	Dec. 4, 1896	3 P.M.	Official Receiver's Office 25, John-street, Sunderland	Dec. 8, 1896	11.15 A.M.	Court - house, Old Elvet, Durham	Nov. 6, 1896
Meyer, Montague (in the Receiving Order described as Montagu Meyer)	25, Carlingford - road, Green Lanes, Tottenham, Middlesex	Furrier	Edmonton ...	9 of 1896	Dec. 5, 1896	11 A.M.	Official Receiver's Office, 95, Temple-chambers, Temple-avenue, E.C.	Dec. 14, 1896	11.30 A.M.	Court - house, Edmonton	
Elms, Alfred	Broadclyst, Devonshire ...	Coal Dealer ...	Exeter	36 of 1896	Dec. 7, 1896	10.30 A.M.	Offices of Official Receiver, 13, Bedford-circus, Exeter	Dec. 10, 1896	11.30 A.M.	The Castle of Exeter, at Exeter	Nov. 24, 1896
Gledhill, Sarah (recently carrying on business as John Gledhill)	36, Gerrard-street, Halifax, Yorkshire, recently carrying on business at 37, Horton-street, Halifax	Recently carrying on business as a Dentist	Halifax	32 of 1896	Dec. 10, 1896	11 A.M.	Official Receiver's Offices, Townhall-chambers, Halifax	Dec. 14, 1896	11 A.M.	County Court-house, Prescott - street, Halifax	Nov. 25, 1896

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.
Cowen, William George	27, Newcastle-street, Burslem, Staffordshire	Plumber and Glazier	Hanley, Burslem, and Tunstall	40 of 1896	Dec. 4, 1896	11.15 A.M.	Official Receiver's Offices, King-street, Newcastle-under-Lyme	Dec. 22, 1896	11 A.M.	Townhall, Hanley	Nov. 25, 1896
Sinyard, Annie Elizabeth, and Silvester, Tom (trading as Sinyard and Son) ...	25, William-street, in the borough of Kingston-upon-Hull	Painters ...	Kingston-upon-Hull	38 of 1896	Dec. 5, 1896	11 A.M.	Office of Official Receiver, Trinity House-lane, Hull	Dec. 14, 1896	2 P.M.	Court-house, Townhall, Hull	
Thrup, Henry ...	Lawholme-lane, Keighley, Yorkshire, lately trading at 37, Fleet-street, in the city of Leeds	Lately Butcher ...	Leeds ...	105 of 1896	Dec. 7, 1896	11 A.M.	Official Receiver's Offices, 22, Park-row, Leeds	Dec. 22, 1896	11 A.M.	County Court-house, Albion-place, Leeds	Nov. 21, 1896
Sawyer, William ...	Nettleham, Lincolnshire ...	Higgler and Farmer	Lincoln ...	27 of 1896	Dec. 8, 1896	12.30 P.M.	Official Receiver's Offices, 31, Silver-street, Lincoln	Dec. 8, 1896	3 P.M.	Sessions-house, Lincoln	Nov. 24, 1896
Casey, Cornelius ...	Residing at Havana House, Stamford-road, Altrincham, Cheshire, and trading at Havana House, Altrincham aforesaid, and 15, Piccadilly, 99, Oldham-street, 31, Corporation- street, and 2, Cavendish-street, all in Manchester, Lancashire	Tobacconist ...	Manchester ...	77 of 1896	Dec. 14, 1896	3 P.M.	Ogden's-chambers, Bridge-street, Manchester	Dec. 14, 1896	11 A.M.	Court-house, Quay-street, Manchester	
Furness, John ...	Residing at Forncett St. Peter, Norfolk, and carrying on business there and at Stratton St. Michael and Tasburgh, in the county of Norfolk, also at St. Stephen's-street, in the city of Norwich	Solicitor and Farmer	Norwich ...	39 of 1896	Dec. 4, 1896	1.30 P.M.	Official Receiver's Office, 8, King-street, Norwich	Dec. 16, 1896	11 A.M.	Shirehall, Norwich	
Lincoln, Emma ...	1, Sunny-hill, Lakenham, in the county of the city of Norwich	Grocer and -Draper, Widow	Norwich ...	88 of 1896	Dec. 5, 1896	12 noon	Official Receiver's Office, 8, King-street, Norwich	Dec. 16, 1896	11 A.M.	Shirehall, Norwich	Nov. 14, 18 96

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Smith, Percival Boucher Saunders	41, Ebrington-street, Plymouth, and 3, Union-street, East Stonehouse, Devonshire	Grocer and Provision Dealer	Plymouth and East Stonehouse	57 of 1896	Dec. 4, 1896	11 A.M.	10, Athenæum - terrace, Plymouth	Dec. 15, 1896	11 A.M.	Townhall, East Stonehouse	Nov. 25, 1896
Bowles, George ...	Lately residing and trading at Milton-road, Sittingbourne, Kent, now residing at 87, Cornwall-terrace, Glyn-road, Homerton, Middlesex	Builder	Rochester	32 of 1896	Dec. 14, 1896	11 A.M.	115, High-street Rochester	Dec. 14, 1896	2 P.M.	Court - house, Eastgate, Rochester	Nov. 23, 1896
Denley, William Henry	124, Onslow-road, Ecclesall, Sheffield, Yorkshire, late of Great Houghton, near Barnsley, Yorkshire	Brewer's Clerk, late General Dealer	Sheffield	46 of 1896	Dec. 4, 1896	2.20 P.M.	Official Receiver's Office, Figtreet-lane, Sheffield	Dec. 10, 1896	3 P.M.	County Court-hall, Bank-street, Sheffield	Nov. 25, 1896
Yarwood, Henry ...	Residing at 47, Lingard-street, Reddish, Lancashire, and trading at Hall-lane, Reddish aforesaid	Blacksmith	Stockport	12 of 1896	Dec. 4, 1896	11.30 A.M.	Official Receiver's Offices, County-chambers, Market-place, Stockport	Dec. 10, 1896	11.30 A.M.	Court - house, Vernon-street, Stockport	Nov. 17, 1896
Iceton, Thomas ...	10, Union-place, Bank Top, Darlington, in the county of Durham	Blacksmith	Stockton - on - Tees and Middlesborough	59 of 1896	Dec. 9, 1896	3 P.M.	Official Receiver's Office, 8, Albert-road, Middlesborough	Dec. 9, 1896	10.30 A.M.	Court - house, Bridge - road, Stockton - on - Tees	Nov. 21, 1896
Inskip, Henry ...	Church-street, Longton, Staffordshire, formerly of Stone-road, Longton aforesaid	Late Builder's Manager, now out of business	Stoke - upon - Trent and Longton	18 of 1896	Dec. 4, 1896	11.45 A.M.	Official Receiver's Offices, King-street, Newcastle - under - Lyme	Dec. 22, 1896	2.15 P.M.	Townhall, Stoke-upon-Trent	Nov. 25, 1896
Greenwell, William ...	Now of 30, Darlington-terrace, late residing at 46, Gas-street, both in West Hartlepool, in the county of Durham	Labourer	Sunderland	34 of 1896	Dec. 7, 1896	2.30 P.M.	Royal Hotel, West Hartlepool	Dec. 3, 1896	11 A.M.	Court - house, John - street, Sunderland	Nov. 25, 1896
Jobling, Frederick ...	Residing and trading at 5, Brantford-terrace, Middleton-road, West Hartlepool, in the county of Durham	Boot and Shoe Dealer	Sunderland	31 of 1896	Dec. 7, 1896	3.30 P.M.	Royal Hotel, West Hartlepool	Dec. 3, 1896	11 A.M.	Court - house, John - street, Sunderland	Nov. 17, 1896

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.
Taylor, Henry ...	Now of 6, Hunter-street, lately residing at 10, Campion-street, both in West Hartlepool, in the county of Durham	Labourer	Sunderland ...	32 of 1896	Dec. 7, 1896	4.30 P.M.	Royal Hotel, West Hartlepool	Dec. 3, 1896	11 A.M.	Court - house, John - street, Sunderland	Nov. 25, 1896
Joyson, Thomas ...	Nantyglo, Monmouthshire	Wheelwright and Coachbuilder	Tredegar ...	18 of 1896	Dec. 7, 1896	12 noon	65, High - street, Merthyr Tydfil	Dec. 11, 1896	10.30 A.M.	County Court, Townhall, Tredegar	Nov. 24, 1896
Naiff, James Francis	Lately residing at 118, High-street, Blaina, Monmouthshire	Baker and Confectioner	Tredegar ...	17 of 1896	Dec. 4, 1896	3 P.M.	65, High - street, Merthyr Tydfil	Dec. 11, 1896	10.30 A.M.	County Court, Townhall, Tredegar	Nov. 24, 1896
Barnett, Horace ...	Beech Farm, Brenchley, Kent	Farmer	Tunbridge Wells	14 of 1896	Dec. 7, 1896	1 P.M.	Office of C. J. Parris, 65, High - street, Tunbridge Wells	Dec. 9, 1896	2.30 P.M.	Townhall, Tunbridge Wells	Nov. 19, 1896
Cook, G. S.	108, Sunnyhill - road, Streatham, Surrey	Builder	Wandsworth ...	50 of 1896	Dec. 7, 1896	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 10, 1896	12 noon	Court - house, Wandsworth	Nov. 25, 1896
Pharaoh, William ...	Trading at 12, Chelverton-road, High-street, Putney, and residing at 12, Spencer-road, Putney, both in Surrey	Boot and Shoe Maker	Wandsworth ...	56 of 1896	Dec. 4, 1896	12.30 P.M.	24, Railway - approach, London Bridge, S.E.	Dec. 10, 1896	12 noon	Court - house, Wandsworth	Nov. 21, 1896
Furdy, Susan	Sheriff Hutton, Yorkshire	Draper and Grocer, Spinster	York (by transfer from Scarborough)	47A of 1896	Dec. 7, 1896	12.30 P.M.	Official Receiver's Offices, 28, Stone-gate, York	Jan. 8, 1897	11 A.M.	Courts of Justice, Clifford-street, York	Nov. 23, 1896

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Boot, Charles Webstet	Late of 23, Charlwood-street, Pimlico, in the county of London, whose present residence the Petitioning Creditor is unable to ascertain, but who is domiciled in England	A Major in Her Majesty's Army ...	High Court of Justice in Bankruptcy	1231 of 1896	Nov. 23, 1896 ...	Oct. 8, 1896
Brawn, Samuel Peter	79½, Gracechurch-street, lately carrying on business at 35, Great St. Helen's, both in the city of London	Merchant	High Court of Justice in Bankruptcy	872 of 1896	Nov. 25, 1896 ...	July 10, 1896
Dadson, Frederick Major Portlock ...	8, Glaskin-villas, Lea Bridge-road, Clapton, Middlesex ...	Gentleman, of no occupation ...	High Court of Justice in Bankruptcy	1203 of 1896	Nov. 23, 1896 ...	Oct. 2, 1896
Fraser, James Campbell (described in Receiving Order as James C. Fraser)	Late of 21, Harrington-road, South Kensington, in the county of London, whose present residence the Petitioning Creditor is unable to ascertain	... ..	High Court of Justice in Bankruptcy	1429 of 1895	Nov. 24, 1896 ...	Dec. 5, 1895
Harbottle, John	The Wellington Club, Grosvenor-place, Middlesex, and formerly residing at 8, Chester-terrace, Eaton-square, Middlesex	Of no occupation	High Court of Justice in Bankruptcy	1299 of 1896	Nov. 24, 1896 ...	Oct. 27, 1896
Henderson, William	18, Pullen's-buildings, Penton-place, Kennington Park-road, lately residing and carrying on business at Newington-crescent, Newington Butts, both in the county of London	Horse Dealer and Jobmaster ...	High Court of Justice in Bankruptcy	1405 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Jordan, Mark William	66, Leytonstone-road, in the borough of West Ham, Essex...	Furniture Remover	High Court of Justice in Bankruptcy	1395 of 1896	Nov. 23, 1896 ...	Nov. 23, 1896
Hughes, Hugh	Pool-street, in the town and county of Carnarvon	Builder	Bangor	27 of 1896	Nov. 24, 1896 ...	Oct. 30, 1896
Shepherd, Henry Thomas Minify ...	Sutton Cottage, Redhill, in the parish of Wrington, Somersetshire, lately residing at Hailstone Farm, Redhill, Wrington aforesaid	Farmer	Bristol	60 of 1896	Nov. 23, 1896 ...	Nov. 23, 1896
Browett, Albert Henry, and Browett, Sydney Edward (trading as Browett Brothers)	High-street, Tewkesbury, Gloucestershire	Printers and Stationers	Cheltenham... ..	20 of 1896	Nov. 21, 1896 ...	Nov. 21, 1896
Homan, Arthur Richard	2, Poplar-place, Shurdington-road, Cheltenham, lately of 1, Westall-buildings, Bath-road, Cheltenham, and trading at 1, Westall-buildings aforesaid, and formerly trading at 274, High-street, Cheltenham	Draper	Cheltenham... ..	21 of 1896	Nov. 24, 1896 ...	Nov. 24, 1896

ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Tomlison, James	Derby-road, Belper, Derbyshire	Schoolmaster	Derby	47 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Elms, Alfred	Broadclyst, Devonshire	Coal Dealer	Exeter	36 of 1896	Nov. 24, 1896 ...	Nov. 24, 1896
Holmes, William	Residing at Derwent, Upper Walnut-road, and trading at Dorset House, Lower Walnut-road, both in Cockington, Devonshire	Auctioneer, House Agent, and Furniture Dealer	Exeter	35 of 1896	Nov. 23, 1896 ...	Nov. 18, 1896
Gledhill, Sarah (recently carrying on business as John Gledhill)	36, Gerrard-street, Halifax, Yorkshire, recently carrying on business at 37, Horton-street, Halifax	Recently carrying on business as a Dentist, Widow	Halifax	32 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Easter, Henry George	North-street, King's Lynn, Norfolk	Grocer	King's Lynn... ..	16 of 1896.	Nov. 23, 1896 ...	Nov. 23, 1896
Grattan, William	3, Mark-street, Woodhouse, in the city of Leeds	Milk Dealer	Leeds	108 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Hepworth, Joseph Scholes	Residing in lodgings, at 2, Temple-view, Clark-lane, and trading at Long Close-lane, both in the city of Leeds	Butcher	Leeds	106 of 1896	Nov. 23, 1896 ...	Nov. 23, 1896
Whitaker, Charles	Harby, Leicestershire	Grocer and Draper	Leicester	66 of 1896	Nov. 21, 1896 ...	Nov. 21, 1896
Sawyer, William	Nettleham, Lincolnshire	Higgler and Farmer	Lincoln	27 of 1896	Nov. 21, 1896 ...	Nov. 21, 1896
Lucan, Thomas	Residing at 28, the Woodlands, Birkenhead, Cheshire, and carrying on business at B, Central-chambers, 17A, South Castle-street, in the city of Liverpool	Private Enquiry Agent	Liverpool	93 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Naylor, George Henry (trading as Naylor, Smith, and Co., lately trading as G. H. Naylor and Co., in the Receiving Order described as Naylor, Smith, and Co.)	Residing at 19, Richmond-grove East, Longsight, near Manchester, Lancashire, lately residing at 83, South-street, Longsight aforesaid, and carrying on business as a Manufacturing Chemist at the Eureka Works, Syren-street, Bankhall, in the city of Liverpool, under the style of Naylor, Smith, and Co., and lately carrying on business as a Tailors' Trimmings Manufacturer, at 28, New Cannon-street, Manchester aforesaid, under the style of G. H. Naylor and Co.	Manufacturing Chemist, lately Tailors' Trimmings Manufacturer	Liverpool	85 of 1896	Nov. 25, 1896 ...	Oct. 8, 1896

ADJUDICATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Petition.
Freeman, Robert England	Sandhoe, Hexham, Northumberland, trading at 4, Elswick-court, Newcastle-on-Tyne	Engineer	Newcastle-on-Tyne...	59 of 1896	Nov. 24, 1896 ...	Nov. 24, 1896
Hetherington, Robert	Residing and trading at the corner of Regent-street and Grainger-street, Cowpen Quay, Blyth, Northumberland	Grocer	Newcastle-on-Tyne...	60 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Thompson, Michael Cawthorn (trading as Alex. Rhind and Co.)	44, Warwick-street, Heaton, trading at Darn Crook, both in Newcastle-on-Tyne	Engineer and Brassfounder	Newcastle-on-Tyne...	58 of 1896	Nov. 24, 1896 ...	Nov. 24, 1896
Rees, Elizabeth	Hamilton House, Hamilton-street, Fishguard, Pembroke-shire	General Dealer, Widow	Pembroke Dock ...	21 of 1896	Nov. 23, 1896 ...	Nov. 21, 1896
Hawkrige, William Henry	Plympton, Devonshire	Musician	Plymouth and East Stonehouse	59 of 1896	Nov. 25, 1896 ...	Nov. 23, 1896
Hampshire, Henry	Borough Corner, in the city of Wakefield	Late Dairyman's Manager	Wakefield	36 of 1896	Nov. 25, 1896 ...	Nov. 25, 1896
Robinson, George	24, Station-street, Walsall, Staffordshire, lately residing at 17, Station-street, Walsall aforesaid	Fancy Leather Worker	Walsall	26 of 1896	Aug. 21, 1896 ...	Aug. 21, 1896
Jenkinson, William Henry	Hayes, Middlesex	Coal and Corn Merchant, Currier and Leather Manufacturer	Windsor	18 of 1896	Nov. 21, 1896 ...	Oct. 26, 1896

ORDERS ON APPLICATIONS TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Budden, H. A. ...	Woodstock-road, Bedford Park, Middlesex	... ..	Brentford ...	3 of 1896	Oct. 9, 1896 ...	Cash for the payment in priority of all debts directed to be so paid in the distribution of the property of a bankrupt, and for the payment of all costs, charges, and expenses, and all fees and percentages to be lodged with Official Receiver seven days prior to the date of the application to the Court to approve the Composition. An amount sufficient for the payment of a Composition of 10s. in the pound to all creditors whose debts are provable in bankruptcy to be paid to the Official Receiver within ten days after the approval of the Composition by the Court
Edden, Hugh ...	Residing and trading at the Fox and Goose Inn, Wigan-road, Skelmersdale, Lancashire	Innkeeper	Liverpool ...	79 of 1896	Nov. 13, 1896	Sufficient money for the payment in priority of all the debts directed to be so paid in the distribution of the property of a bankrupt, and for the payment of all the proper costs, charges, and expenses of and incidental to the proceedings, and all fees and percentages payable to the Official Receiver and the Board of Trade to be lodged with the Official Receiver, also sufficient for the payment of a Composition of 7s. 6d. in the pound on all provable debts. Upon payment of the above-mentioned moneys and the approval of the Court of the Composition, the Receiving Order to be discharged

No. 26798.

X

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Brokenshire, Nicholas ...	51, Borough High-street, in the county of London Residing at 21, High-street, Windsor, Berkshire, and carrying on business there as Lester and Son	Solicitor Baker and Confectioner	High Court of Justice in Bankruptcy	916 of 1896	Dec. 15, 1896 ...	Frederick W. Izard ...	52, Gracechurch-street, E.C.
Cross, Daniel, the elder ...	498, Edgware-road and 14, Lyon-mews, Marylebone, both in Middlesex	Builder	High Court of Justice in Bankruptcy	954 of 1896	Dec. 15, 1896 ...	Frederick W. Izard ...	52, Gracechurch-street, E.C.
Earp, Russell	Matham Manor Lodge, East Molesey, Surrey, lately carrying on business at 6, Austinfriars, in the city of London, in copartnership with other persons, as Satterthwaite and Co.	Of no occupation, lately Stockbroker	High Court of Justice in Bankruptcy (by transfer from Kingston - on - Thames)	1001 of 1893	Dec. 12, 1896 ...	H. Brougham, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Harris, Charles William (trading as F. J. Harris and Co.)	14, Golden-lane, in the city of London, and residing at Cumbræ, Edmonton, Middlesex	Fancy Box Manufacturer ...	High Court of Justice in Bankruptcy	748 of 1896	Dec. 12, 1896 ...	Lawrence Hasluck ...	17, Holborn-viaduct, E.C.
Saville, Frank	6, North-crescent, Chenies-street, Tottenham-court-road, lately residing at the Bedford Hotel, 235 and 236, Tottenham-court-road, and previously at 187, Piccadilly, all in Middlesex	Money Lender	High Court of Justice in Bankruptcy	758 of 1887	Dec. 16, 1896 ...	William Hardy King...	13, Basinghall-street, London, E.C.
Smith, Robert (Separate Estate)	Residing at 28, Dornton-road, Balham, Surrey, and trading at 198, Upper Thames-street, in the city of London	Ironfounder and Merchant, trading with John Daintree and Arthur Nixon, under the style or firm of Daintree, Smith, and Co.	High Court of Justice in Bankruptcy	850 of 1893	Dec. 12, 1896 ...	E. Leadam Hough, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Wells, Frank Fenelon and Wells, Charles Joseph (trading as Wells Brothers) ...	Residing at 15, Eade-road, Green Lanes, Middlesex Residing at 13, Eade-road aforesaid At 1, Robert-street, Hampstead-road, and Dunboyne-street, Southampton-road, Gospel Oak, both in Middlesex	Timber Merchants	High Court of Justice in Bankruptcy	718 of 1896	Dec. 14, 1896 ...	H. W. Bayne	101, Leadenhall-street, E.C.
Zealander, H.	Lately trading at Spitalfields Market, London, whose present residence or place of business the Petitioning Creditors are unable to ascertain	Wholesale Fruiterer... ..	High Court of Justice in Bankruptcy	1464 of 1892	Dec. 12, 1896 ...	A. H. Wildy, Official Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Pearson, Mark Alphæus ...	3, Leslie-villas, Strafford-road, South Mimms, Middlesex	Builder and Contractor ...	Barnet	6 of 1896	Dec. 11, 1896 ...	Frederic William Davis	15, Coleman-street, E.C.

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Ingle, Douglas Curry ...	Bereton Villa, Claremont-road, Bath, Somersetshire	...	Bath...	17 of 1894	Dec. 12, 1896 ...	Edward Gustavus Clarke, Official Receiver	Bank - chambers, Cornstreet, Bristol
Mott, Thomas London ...	Residing at 45, Heathfield-road, Handsworth, Staffordshire, and trading at 50, Hockley Hill, in the city of Birmingham	Wholesale Jeweller ...	Birmingham	120 of 1894	Dec. 10, 1896 ...	Allen Edwards ...	90, New-street, Birmingham
King, John George ...	Southcourt-road and Olinda, Tarring-road, Worthing, Sussex	Builder ...	Brighton ...	105 of 1895	Dec. 12, 1896 ...	Paul Alfred Boulton, Chartered Accountant	110, Cannon-street, London, E.C.
Lockwood, Thomas ...	52, Lewes-road, Brighton, Sussex	Grocer...	Brighton ...	98 of 1892	Dec. 18, 1896 ...	Howard W. Cox, Official Receiver	4, Pavilion - buildings, Brighton
X 2 Ford, William (trading as William Ford and Son)	7, Pritchard-street, St. Paul's, in the city and county of Bristol, and residing at 55, Ashley-road, Bristol	Boot and Shoe Manufacturer	Bristol ...	22 of 1896	Dec. 12, 1896 ...	Edward Gustavus Clarke, Official Receiver	Bank - chambers, Cornstreet, Bristol
Jeffries, G. E. ...	99, High-road, Tottenham, Middlesex ...	Builder ...	Edmonton ...	8 of 1896	Dec. 11, 1896 ...	Frederic William Davis	15, Coleman-street, E.C.
Lee, George ...	10, Powderham-terrace, Teignmouth, Devonshire	Lodging-house Keeper ...	Exeter ...	33 of 1896	Dec. 11, 1896 ...	Thomas Andrew, Official Receiver	13, Bedford-circus, Exeter
Fletcher, Thomas... (Deceased)	Late of 131, Leek-road, Smallthorne, Staffordshire	Late Chemist and Grocer ...	Hanley, Burslem, and Tunstall	20 of 1896	Dec. 8, 1896 ...	George Ibeson, F.C.A.	76, Derby-street, Macclesfield
James, George ...	22, Commercial-street, Hereford...	Tobacconist ...	Hereford ...	21 of 1896	Dec. 12, 1896 ...	M. J. G. Scobie, Official Receiver	2, Offa-street, Hereford
Price, Thomas James ...	4, Market-street, Hay, Breconshire ...	Grocer and Mason ...	Hereford ...	19 of 1896	Dec. 12, 1896 ...	M. J. G. Scobie, Official Receiver	2, Offa-street, Hereford
Saunders, Arthur Morrell	The Cedars, Sunbury-on-Thames, Middlesex, lately residing at the Granville Hotel, St. Lawrence-on-Sea, in the Isle of Thanet, and formerly carrying on business at Bartholomew House, Bartholomew-lane, in the city of London	Broker... ..	Kingston, Surrey ...	5 of 1887	Jan. 23, 1897 ...	A. Mackintosh, Official Receiver	24, Railway-approach, London Bridge, S.E.
NOTE:—The above Notice is substituted for the Notice of Intended Dividend published in the London Gazette of the 6th November, 1896.							
entley, Benjamin ...	West-terrace, Burley-in-Wharfedale, Yorkshire	Grocer ...	Leeds ...	67 of 1896	Dec. 18, 1896 ...	John Bowling, Official Receiver	22, Park-row, Leeds

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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.
Greaves, George ... and Robertshaw, James ... (trading as Greaves and Robertshaw)	Residing at 8, Hawthorne-terrace, Hall-lane, New Wortley Residing at 7, Haddon-avenue, Kirkstall-road, both in the city of Leeds The Trafalgar Works, Meadow-lane, in the city of Leeds	Lithographic and Tin Printing Machine Makers	Leeds ...	66 of 1896	Dec. 15, 1896 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Yeadon, John Francis (trading as the Old Woolen Mills Company)	Yeadon, Yorkshire, and also trading at 7A, Park-lane, in the city of Leeds	Outfitter, also Clothier ...	Leeds ...	96 of 1896	Dec. 18, 1896 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Millward, Henry ...	1, Rock-villas, Bargates, Leominster, Hereford- shire	Builder ...	Leominster ...	20 of 1892	Dec. 12, 1896 ...	M. J. G. Scobie, Offi- cial Receiver	2, Offa-street, Hereford
Edden, Hugh ...	Residing and trading at the Fox and Goose Inn, Wigap-road, Skelmersdale, Lancashire	Innkeeper ...	Liverpool ...	79 of 1896	Dec. 12, 1896 ...	Frederick Gittins, Official Receiver	35, Victoria-street, Liver- pool
Robinson, George	Havelock-road, Luton, Bedfordshire ...	Coal Merchant ...	Luton ...	24 of 1895	Dec. 12, 1896 ...	Alfred Ewen, Official Receiver	St. Paul's-square, Bedford
Jonas, Hermann ... (Separate Estate)	173, Withington-road, Whalley Range, near the city of Manchester, carrying on business in copartnership with Hugo Goetz at 3, Hall- street, in the city of Manchester	Merchant ...	Manchester ...	33 of 1896	Dec. 15, 1896 ...	Thomas William Handley	4A, Booth - street, Man- chester
Shearman, Rowland (trading as Shearman and Co.)	Formerly residing at 27, Monton-street, Moss Side, now of 34, St. Bees-street, Moss Side, Manchester, and formerly trading at 52A and 54, Granby-row, now of 139, Great Bridge- water-street, Manchester, Lancashire	Underclothing Manu- facturer	Manchester ...	55 of 1896	Dec. 12, 1896 ...	J. Townley Trotter ...	27, Brazennose-street, Man- chester
Johnson, William ...	Spratton, Northamptonshire ...	Baker ...	Northampton ...	10 of 1895	Dec. 12, 1896 ...	Alfred Ewen, Official Receiver	St. Paul's-square, Bedford
Anstey, John ...	Lytchett Minster, near Poole, Dorsetshire ...	Corn Dealer and Grocer ...	Poole ...	12 of 1896	Dec. 16, 1896 ...	Frederick Aston Dawes, Official Re- ceiver	City-chambers, Salisbury
King, Annie, and King, Frances (trading as A. and F. King) ...	Both of 296, Holdenhurst-road, Bournemouth, Hampshire	Drapers and Milliners, Spinsters	Poole ...	26 of 1896	Dec. 15, 1896 ...	Frederick Aston Dawes, Official Re- ceiver	City-chambers, Salisbury
Smith, Robert Price ...	27, Town-street, Shepton Mallet, Somerset- shire	Glass, China, and Oil Dealer	Wells... ..	4 of 1896	Dec. 12, 1896 ...	Edward Gustavus Clarke, Official Re- ceiver	Bank - chambers, Corn- street, Bristol
Newport, William Robert	Hillingdon East, Uxbridge, Middlesex ...	Corn Merchant and Florist...	Windsor ...	4 of 1896	Dec. 12, 1896 ...	Paul Alfred Boulton, Chartered Accountant	110, Cannon-street, London, E.C.

NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Adams, Anthony George Fitzherbert (described in the Receiving Order as A. F. Adams)	Whose present residence the Creditors are unable to ascertain	... ..	High Court of Justice in Bankruptcy	1324 of 1893	7½d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Hawthorn, James Kenyon (trading as Hawthorn, Shedden, and Co.)	3, Savage-gardens, in the city of London, and residing at Glenholme, Leigham Court-road, Streatham, in the county of London	West India Merchant ...	High Court of Justice in Bankruptcy	740 of 1895	3s.	First	Dec. 7, 1896	73, Lombard-street, London, E.C.
Joule, Francis	14, Blomfield-road, Shepherd's Bush, in the county of London	Brewer's Traveller ...	High Court of Justice in Bankruptcy	1631 of 1892	8d.	First	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Mickletham, Thomas, jun. ...	Late of Eastcheap, in the city of London, and lately residing at 39, Lansdowne-crescent, Notting Hill, Middlesex	Stationer, late a Partner in the firm of Sir Joseph Causton and Sons, Stationers	High Court of Justice in Bankruptcy	1159 of 1887	2s.	Composition	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Pennymore, William Henry (trading as Pennymore Brothers)	38 and 40, Golden-lane, Middlesex ...	Printer	High Court of Justice in Bankruptcy	1322 of 1886	2s. 10d. (Payable under Scheme approved by the Court)	Supplemental	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Simmons, Henry Joshua (trading as H. J. Simmonds and Sons)	115, Oxford-street, Stepney, London ...	Ironmonger and Cornice Pole Maker	High Court of Justice in Bankruptcy	235 of 1895	9d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Wainwright, William Walter	59, Cranwich-road, Stamford Hill, in the county of London, lately residing at Windermere, Old Catton, Norwich, in the county of Norfolk, and formerly at 6, Denver-road, Stamford Hill, in the county of London	Formerly Insurance Manager, now of no occupation	High Court of Justice in Bankruptcy	1513 of 1895	1s. 8½d.	First and Final	Any day (except Saturday) between 11 and 2	Offices of Official Receivers, Bankruptcy-buildings, Carey-street, London, W.C.
Walker, R. A.	1, Muscovy-court, in the city of London ...	Mercantile Salesman ...	High Court of Justice in Bankruptcy	606 of 1891	1s.	First and Final	Nov. 27, 1896	Offices of W. H. Pannell and Co., 13, Basinghall-street, London, E.C.
Walker, Joseph	The Nursery, Alcester-road, Moseley, Worcestershire	Gardener	Birmingham ...	62 of 1896	3s. 7d.	First and Final	Dec. 7, 1896	Whitehall-chambers, 23, Colmore-row, Birmingham

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NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Wilkinson, Simeon ...	Residing and trading at 71, White Abbey-road, Bradford, Yorkshire	Confectioner	Bradford	23 of 1896	4s. 9½d.	First and Final	Dec. 3, 1896... ..	Official Receiver's Chambers, 31, Manor-road, Bradford
Gilbert, George Frederick and Reeves, Lewis (carrying on business as Gilbert and Reeves) ...	35, Woodville-road, Cardiff, Glamorgan-shire 34, Cathays-terrace, Cardiff aforesaid	Builders and Contractors	Cardiff	44 of 1896	3s. 6d.	First and Final	Dec. 2, 1896... ..	29, Queen-street, Cardiff
Hobbs, William	32, Croft-street, Roath, Cardiff, Glamorgan-shire	Fruit and Fish Dealer ...	Cardiff	64 of 1895	3s. 11¼d.	First and Final	Dec. 2, 1896... ..	29, Queen-street, Cardiff
Topping, Joseph	Burgh-by-Sands, Cumberland	Tailor	Carlisle	20 of 1895	6s. 2½d.	First and Final	Nov. 30, 1896 ...	Official Receiver's Offices, 29, Lowther-street, Carlisle
Callaway, Herbert Joseph	32, Avenue-road, Lewisham, Kent, and trading at 98, High-street, Lewisham aforesaid	House Furnisher... ..	Greenwich	33 of 1894	11¼d.	First and Final	Dec. 11, 1896 ...	Offices of Official Receiver, 24, Railway-approach, London Bridge, S.E.
Ford, William Thomas ...	25, St. Donat's-road, New Cross, Kent ...	Lighterman's Manager, formerly Lighterman	Greenwich	42 of 1890	1½d.	Supplementary	Dec. 14, 1896 ...	Offices of Official Receiver, 24, Railway-approach, London Bridge, S.E.
Langridge, Arthur	Stamford House, High-street, Hastings, Sussex, and 83, Warrior-square, St. Leonards-on-Sea, Sussex aforesaid, formerly of 43, Barclay-road, Leytonstone, Essex	Eating-house Keeper ...	Hastings	10 of 1896	1s. 5¼d.	First and Final	Dec. 11, 1896 ...	Office of Official Receiver, 4, Pavilion-buildings, Brighton
Wilcox, Henry Zachariah	Cranfield-road, Bexhill-on-Sea, Sussex, lately residing and trading at Cranbrook House, Beckenham-lane, Bromley, Kent	Builder	Hastings	6 of 1887	5¼d.	First and Final	Dec. 14, 1896 ...	Office of Official Receiver, 4, Pavilion-buildings, Brighton
Clutterbuck, Thomas Reuben.	City Arms Hotel, Hereford	Hotel Keeper	Hereford	18 of 1896	2s. 8d.	First and Final	Dec. 4, 1896... ..	2, Offa-street, Hereford
Cooper, Walter	1, Duke-street, Ipswich, Suffolk	Baker	Ipswich	19 of 1896	2s. 8½d.	First and Final	Nov. 30, 1896 ...	36, Princes-street, Ipswich
Lovick, William	The Queen Inn, Earsham, Norfolk, lately trading at Seething, Norfolk	Publican and Carpenter, lately Carpenter	Ipswich	12 of 1896	2s. 1¼d.	First and Final	Dec. 2, 1896... ..	Offices of Official Receiver, Ipswich
Wright, Edwin	Late of the White House Farm, Mickfield, now of the Swan Hotel, Fressingfield, both in Suffolk	Late Farmer, now Inn-keeper	Ipswich	20 of 1896	1s. 3d.	First and Final	Nov. 30, 1896 ...	36, Princes-street, Ipswich

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Morley, George Walter ...	The Red Lion Inn, Holme Hale, Norfolk, late of Stradsett, Norfolk	Innkeeper... ..	King's Lynn... ..	9 of 1896	2½d.	First and Final	Nov. 28, 1896 ...	Official Receiver's Office, 8, King-street, Norwich
Steer, Abraham, and Steer, George James (trading as Steer Brothers) ...	Brighton-road, Addlestone, in the parish of Chertsey, Surrey	Builders and Contractors	Kingston, Surrey ...	19 of 1894	1s. 9d.	Second	Dec. 11, 1896 ...	Offices of Official Receiver, 24, Railway - approach, London Bridge, S.E.
Turnbull, John ...	Kirkgate Market, and residing at 94, Louis-street, Chapeltown-road, both in the city of Leeds	Fruit and Potato Merchant	Leeds	127 of 1895	2s. 6d.	First	Dec. 18, 1896 ...	Official Receiver's Offices, 22, Park-row, Leeds
Walker, George ...	40, Wortley-lane, Leeds, Yorkshire ...	Contractor	Leeds	27 of 1895	3½d.	First and Final	Dec. 18, 1896 ...	Official Receiver's Offices, 22, Park-row, Leeds
Emery, Julia, and Emery, Emily (trading as J. and E. Emery) ...	168, Belgrave-gate, Leicester	Stationers	Leicester	17 of 1893	3½d.	Supplementary	Dec. 5, 1896... ..	Office of Official Receiver, 1, Berridge-street, Leicester
NOTE.—The above Notice is in substitution for Notice of Dividend re Emily Emery (Separate Estate) published in error in the London Gazette of the 27th October, 1896								
Fairhurst, George Aaron	149, Strand-road, Bootle, Lancashire ...	Musical Instrument Dealer	Liverpool	90 of 1895	1s. 10d.	First and Final	Dec. 1, 1896... ..	Offices of Official Receiver, 35, Victoria-street, Liverpool
Burgess, Thomas... ..	Alsager, Cheshire ,... ..	Manure Agent	Macclesfield... ..	9 of 1895	5½d.	First and Final	Nov. 30, 1896 ...	Official Receiver's Offices, 23, King Edward-street, Macclesfield
Patterson, John Gerrard	1 Bella Vista, Leek, Staffordshire	Manufacturer's Agent ...	Macclesfield... ..	8 of 1895	1s. 2d.	First and Final	Nov. 30, 1896 ...	Official Receiver's Offices, 23, King Edward-street, Macclesfield
Jackson, Edward ...	Residing at 381, Oldham-road, Failsworth, Lancashire, carrying on business at Meadow Mill, Failsworth aforesaid	Cotton Doubler	Oldham	6 of 1896	3s. 2½d.	First and Final	Dec. 11, 1896 ...	69, Princess - street, Manchester
Rees, David	3 Hannah-street, Porth, Glamorganshire ...	Butcher	Pontypridd	46 of 1895	20s. and interest at 4 per cent. per annum from date of Receiving Order	First and Final	Dec. 4, 1896... ..	Official Receiver's Office, 65, High-street, Merthyr Tydfil

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
Hardy, William ...	Late of Wellfield-street and College-street, both in Rochdale	Contractor ...	Rochdale ...	2 of 1896	3s.	First and Final	Dec. 14, 1896 ...	128, Drake-street, Rochdale
Hogg, William Thomas...	30, London-road, St. Albans, Hertfordshire	Mechanical Engineer ...	St. Albans ...	3 of 1896	9s. 10 $\frac{1}{2}$ d.	First and Final	Dec. 1, 1896...	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, E.C.
Hope, Peter Leopold ...	195, Newbridge-lane, Stockport, Cheshire, and lately residing and trading at 173, Newbridge-lane, Stockport aforesaid	Butcher ...	Stockport ...	9 of 1895	1s. 5d.	First and Final	Nov. 30, 1896 ...	Official Receiver's Offices, 23, King Edward-street, Macclesfield
Dawbney, Harriet ...	Brynmawr, Breconshire ...	Hardware and General Dealer, Widow	Tredegar ...	3 of 1896	3 $\frac{1}{2}$ d.	First and Final	Dec. 4, 1896 ...	Official Receiver's Office, 65, High-street, Merthyr Tydfil
Morgan, William Henry	59, Victoria-road, Ebbw Vale, Monmouthshire	Confectioner ...	Tredegar ...	12 of 1895	10 $\frac{1}{2}$ d.	First and Final	Dec. 4, 1896 ...	Official Receiver's Office, 65, High-street, Merthyr Tydfil
Leah, William Robert ...	26, Market-place, Penzance, Cornwall ...	Grocer and Tea Dealer ...	Truro...	16 of 1896	2s. 2 $\frac{1}{2}$ d.	First and Final	Dec. 5, 1896 ...	Official Receiver's Office, Truro
Rhodes, John Edwin ...	Durban-buildings, Stuart-street, Tanshelf, Yorkshire	Grocer and Provision Dealer, and a Member of Her Majesty's Reserve Forces	Wakefield ...	9 of 1896	1s. 1 $\frac{1}{2}$ d.	First and Final	Nov. 30, 1896 ...	Official Receiver's Office, 6, Bond-terrace, Wakefield
Tucker, George Edward William (trading as William Tucker)	3, High-street, Putney, Surrey, lately residing at 10, Oxford-terrace, Putney aforesaid	Plumber and Gasfitter ...	Wandsworth ...	47 of 1889	9d.	Supplementary	Dec. 14, 1896 ...	Offices of Official Receiver, 24, Railway - approach, London Bridge, S.E.

APPLICATIONS FOR DEBTORS' DISCHARGE.

No. 26798.

Y

Debtor's Name.	Address.	Description.	Court.	No.	Day fixed for Hearing.
Bainbridge, William	Residing at 16, Granard-road, Wandsworth Common, in the county of London, and carrying on business at the United Empire Club, 71, Jermyn-street, St. James's, in the county of London	... ..	High Court of Justice in Bankruptcy	904 of 1896	Dec. 16, 1896, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Barr, Arthur George	78B and 79, Tottenham Court-road, in the county of London	House Furnisher	High Court of Justice in Bankruptcy	786 of 1896	Dec. 16, 1896, 11 A.M., 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. 17, 1896, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Hitch, Evan Cameron (trading as E. Hitch)	2, Billiter-street, in the city of London, and of 9, Bleisho-road, Clapham Junction, in the county of London	Commission Agent	High Court of Justice in Bankruptcy	1351 of 1890	Dec. 17, 1896, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Payne, Charles Payne, George, and Payne, Arthur (trading as C. Payne and Sons)	1, Barrington-road, Crouch End, Middlesex 1, Barrington-road, Crouch End, Middlesex 24, Barrington-road aforesaid 1, Barrington-road aforesaid	Builders	High Court of Justice in Bankruptcy	1107 of 1894	Dec. 18, 1896, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Treble, Frank, and Treble, William Henry (described in Receiving Order as William Treble) (trading as F. and W. Treble)	8, Cantrell-road, Bow Common-lane 4, Derby-road, Victoria Park-road, both in the county of London Lately trading at 106A, Upper-street, Islington, and at 5, Harford-street, Mile End, in the county of London	Fruiterers and Greengrocers	High Court of Justice in Bankruptcy	1808 of 1892	Dec. 15, 1896, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Goldman, Marks	17, Sagar-street, Bury New-road, Manchester, and trading at 33, New Brown-street, and 4, Dantzic-street, Manchester	Wholesale Clothing Manufacturer	Manchester	43 of 1892	Jan. 13, 1897, 10 A.M., Court-house, Quay-street, Manchester

THE LONDON GAZETTE, NOVEMBER 27, 1896.

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ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Chatterton, Samuel ...	Old Bolingbroke, Lincolnshire	Miller and Baker...	Boston ...	15 of 1895	Oct. 29, 1896	Discharge suspended for two years from date of Order	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 continued to trade after knowing himself to be insolvent
Deighton, John Edward	7, Silwood-street, Brighton, Sussex	Cheesemonger, Poulterer, and Pork Butcher	Brighton	34 of 1884	Oct. 23, 1896	Discharge suspended for one week. Bankrupt discharged as from 30th October, 1896	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; had continued to trade after knowing himself to be insolvent; and had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable ground of expectation of being able to pay them
Jephcote, William ...	Residing at 4, Lexham-street, Belgrave						
Jephcote, John ...	Residing at Coral-street, Belgrave						
Dickson John Thomas... (trading in copartnership as W. and J. Jephcote and Co.)	Residing at 36, Overton-road, New Humberstone At 4, Lexham-street, Belgrave, all in Leicester	Boot and Shoe Manufacturers	Leicester	63 of 1894	Oct. 28, 1896	Discharge suspended for three 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 are usual and proper in the business carried on by them, and as sufficiently disclose their business transactions and financial position within the three years immediately preceding their bankruptcy; had continued to trade after knowing themselves to be insolvent; and had contracted a debt provable in the bankruptcy without having at the time of contracting it any reasonable or probable ground of expectation of being able to pay it, viz.—To the firm of B. A. Martin and Son, of Norwich, the liability to whom was increased after the time when the bankrupts knew themselves to be insolvent

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.
Minife, Thomas ...	Formerly of Stableford, near Bridgnorth, Salop, now of Lower Park, Bewdley, Worcestershire	Farmer	Madeley ...	3 of 1895	Oct. 14, 1896	After reciting that a Dividend of 9s. in the pound had been paid to the creditors, it was ordered that the bankrupt's Discharge be suspended for four months, and further until a Dividend of 10s. in the pound had been paid to the creditors, and the costs of the Receiver as Trustee in distributing the remaining Dividend	Bankrupt had continued to trade after knowing himself to be insolvent; and had contracted debts provable in the bankruptcy without having at the time of contracting them reasonable or probable ground of expectation of being able to pay them
Eames, William ...	Sandpit-lane, St. Albans, Hertfordshire	Builder	St. Albans ...	8 of 1895	Oct. 26, 1896	Discharge suspended for two years. Bankrupt to be discharged as from 26th 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 omitted to keep such books of account as are usual and proper in the business carried on by him; had continued to trade after knowing himself to be insolvent; and had contracted a debt without having at the time of contracting it any reasonable or probable ground of expectation of being able to pay it

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APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Humphrey, John Prior ...	38, Manor Park-road, Harlesden, in the county of London	Builder and Contractor ...	High Court of Justice in Bankruptcy	1322 of 1896	Bourner, Arthur Charles	Bush-lane House, Cannon-street, London, E.C.	Nov. 19, 1896
Stotter, Thomas William ...	St. Andrew's-road, Higham-hill, Walthamstow, Essex, and carrying on business at Folly-lane, Higham-hill, Walthamstow aforesaid	Brickmaker	High Court of Justice in Bankruptcy	1341 of 1896	Ward, Robert James	2, Clement's-inn, W.C. ...	Nov. 23, 1896
Firth, Joseph, and ... Firth, William ... (trading as William Firth and Sons) ...	Sunfield, Stanningley, Yorkshire Southville, Stanningley aforesaid At Sunfield, Stanningley aforesaid	Topmakers	Bradford	70 of 1896	Armitage, William Henry	Bradford, Chartered Account	Nov. 14, 1896
Bischofswerder, Helena ...	47, Union-street, Plymouth, and Rockville, Maunamoad, Plymouth, Devonshire	General Dealer, Wife of David Bischofswerder, a Married Woman, trading separate and apart from her Husband	Plymouth and East Stonehouse	49 of 1896	Poppleton, George Graham	164, Aldersgate-street, London, E.C., Chartered Accountant	Nov. 21, 1896

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.
Pick, Anselm	115, Queen Victoria-street, in the city of London, residing at 7, Highbury-mansions, Islington, in the county of London	Furrier's Manager ...	High Court of Justice in Bankruptcy	761 of 1890	E. Leadam Hough ...	Bankruptcy - buildings, Carey - street, London, W.C.	Official Receiver ...	Dec. 11, 1896
Robertson, J.	37, Walbrook, in the city of London, and residing at 30, Dalmeney-road, Tufnell Park-road, Middlesex	Builders' Merchant ...	High Court of Justice in Bankruptcy	1070 of 1884	Henry William Figg	37, Upper Thames-street, London	Accountant, Auctioneer, and Valuer	Oct. 28, 1896
Smith, John Edward ...	536, Caledonian-road, Holloway, the Bedford Hotel, 4, Southampton-buildings, Holborn, and of the King's Head Public-house, 15, Broad-street, Bloomsbury, all in Middlesex, lately trading at the Ship Tavern, Ivy-lane, in the city of London	Licensed Victualler ...	High Court of Justice in Bankruptcy	114 of 1895	Alfred Aylett Moore	3, Crosby-square, London, E.C.	Chartered Accountant	Oct. 28, 1896
Warner, Emanuel	267, Essex-road, Islington, lately trading at 386, Holloway-road, both in the county of London	Fancy Goods Merchant	High Court of Justice in Bankruptcy	858 of 1895	Augustus Edwin Hibberd	17, King's Arms-yard, Coleman-street, E.C.	Chartered Accountant	Oct. 28, 1896
Whitehorn, Alfred Edward	4, Conduit-road and 11, Cavestreet, Portland-square, Bristol	Corset Manufacturer ...	Bristol	21 of 1895	William Briggs ...	Exchange, Bristol ...	Chartered Accountant	Oct. 29, 1896
Howard, Hugh	138, Liverpool-road, Birkdale, and 13A and 89, London - street, Southport, Lancashire	Auctioneer, Estate Agent, and Money Lender	Liverpool	79 of 1894	Thomas Henry Crane	211, Lord-street, Southport	Chartered Accountant	Oct. 28, 1896
Wilson, Robert	Residing at 13, Sackville-street, and carrying on business at 8 and 10, Collingwood-street, both in the city of Liverpool	Iron and Steel Founder	Liverpool	111 of 1894	George Mahon ...	26, North John-street, Liverpool	Chartered Accountant	Oct. 28, 1896
Boffey, William Henry and Boffey, William Henry, the younger, (carrying on business as Boffey and Boffey)...	Gilmerton House, Grove - road, Wandsworth Eaglehurst, West Hill, Wandsworth 3, Railway-terrace, Upper Richmond-road, Middlesex	Newspaper Proprietors	Wandsworth. ...	22 of 1894	George White ...	14, Old Jewry-chambers, London, E.C.	Chartered Accountant	Oct. 28, 1896

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.

WINDING-UP ORDERS.

Name of Company.	Address of Registered Office.	Court.	No. of Matter.	Date of Order.	Date of Presentation of Petition.
The Victoria Steamboats Limited	Suffolk House, Laurence Pountney-hill, Cannon-street, London, E.C.	High Court of Justice	00239 of 1896	Nov. 18, 1896 ...	Oct. 29, 1896
fect Pavement Company Limited... ..	Bell Yard, Gilfach-road, Penmaenmawr, Carnarvonshire	Bangor	1 of 1896	Nov. 23, 1896 ...	Oct. 23, 1896

FIRST MEETINGS.

Name of Company.	Address of Registered Office.	Court.	Number.	Date of First Meeting.	Hour.	Place.
Inrig and Chester Limited	44 and 46, White Post-lane, Hackney Wick, in the county of London	High Court of Justice	00242 of 1896	Creditors, Dec. 8, 1896 ... Contributories, Dec. 8, 1896 ...	11 A.M. 11.30 A.M.	33, Carey-street, Lincoln's-inn, London, W.C. 33, Carey-street, Lincoln's-inn, London, W.C.
The Narborough and Enderby Granite Quarries Company Limited	8, Duke-street, Adelphi, W.C.	High Court of Justice	00224 of 1896	Creditors, Dec. 7, 1896 ... Contributories, Dec. 7, 1896 ...	12 noon 12.45 P.M.	33, Carey-street, Lincoln's-inn, London, W.C. 33, Carey-street, Lincoln's-inn, London, W.C.

NOTICES OF INTENDED DIVIDENDS.

Name of Company.	Address of Registered Office.	Court.	Number.	Last Day for Receiving Proofs.	Name of Liquidator.	Address.
The Bank of South Australia Limited ...	31, Lombard-street, E.C.	High Court of Justice	00310 of 1894	Dec. 11, 1896 ...	George Stapylton Barnes, Senior Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, London, W.C.
The Great Eukaby Silver Field (South Australia) Limited	22, Basinghall-street, E.C.	High Court of Justice	30 of 1892	Dec. 11, 1896 ...	George Stapylton Barnes, Senior Official Receiver and Liquidator	33, Carey-street, Lincoln's-inn, London, W.C.

Pursuant to the Companies (Winding-up) Act, 1890, and the Rules thereunder, notices to the above effect have been received by the Board of Trade.
JOHN SMITH, Inspector-General in Companies Liquidation.

In the High Court of Justice in Bankruptcy.
In the Matter of a Bankruptcy Notice dated the 28th day of October 1896.

To Colonel Frank Warden of 4 Taunton-place Regent's Park in the county of London.

TAKE notice, that a Bankruptcy Notice has been issued against you in this Court at the instance of Jerome Saccone Limited of 21 Mincing-lane in the city of London and the Court has ordered that the publication of this notice in the London Gazette and in the Times newspapers 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 24 day of November 1896.

H. S. GIFFARD Registrar.
MINSHALL and CO. 27 Chancery-lane W.C.
Petitioning Creditors' Solicitors.

In the High Court of Justice, in Bankruptcy.
In the Matter of a Bankruptcy Notice dated the 20th day of November 1896.

To George Barkich Baker of 3 Copthall-buildings Copthall-court in the city of London.

TAKE notice, that a Bankruptcy Notice has been issued against you in this Court at the instance of John Gilbert of 105 Great Portland-street Regent's Park London N.W. and the Court has ordered that the publication of this Notice in the London Gazette and in the Daily Telegraph newspaper together with the sending of a sealed copy of the said Notice together with a sealed copy of the Order for substituted service by registered post addressed to you at 3 Copthall-buildings Copthall-court in the city of London 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 25th day of November 1896.

JAMES R. BROUGHAM Registrar.
HOLDSWORTH and PAYNE 5 and 6 Old Serjeants'-inn Chancery-lane W.C. Solicitors for the Judgment Creditors.

THE estates of James Cooper, Boot and Shoe Merchant, residing at 1 Livingston-terrace, Paisley-road West, Glasgow, and trading as J. Cooper and Coy., Boot and Shoe Merchants at 22 West Howard-street, 139 Paisley-road West and 33 Gordon-street, Glasgow, were sequestrated on the 25th day of November 1896 by the Sheriff of the county of Lanark at Glasgow.

The first deliverance is dated the 25th day of November 1896.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon on Monday the 7th day of December 1896 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 25th day of March 1897.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ALEXANDER WATT,
183 St. Vincent-street, Glasgow, Agent.

THE estates of John Waddell, Farmer, Southrigg, in the parish of Shotts and county of Lanark were sequestrated on the 23rd day of November 1896 by the Sheriff of Lanarkshire at Airdrie.

The first deliverance is dated the 23rd day of November 1896.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon on Monday the 7th day of December 1896 within the Royal Hotel in Airdrie.

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 21st day of March 1897.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM CÆSAR, Solicitor,
Bathgate, Agent.

NOTICE.—All Notices and Advertisements are published in the London Gazette at the risk of the Advertiser.

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