

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 24th day of November, 1898.

Cox and LAFONE, 17, Tower Royal, Cannon-street, London, Solicitors for the Bill.

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

In Parliament.—Session 1899.

London, Walthamstow and Epping Forest Railway.

(Cancellation or Modification of Agreement between the Company and the Great Eastern Railway Company; Working and other Agreements and Traffic Arrangements with, and Powers to the Great Eastern Railway Company respecting the construction of the Authorised Railway and the guarantee of Capital and Traffic; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the London, Walthamstow and Epping Forest Railway Company (hereinafter called "the Company") for leave to introduce a Bill for the following or some of the following purposes (that is to say):—

1. To cancel and annul the Agreement between the Company and the Great Eastern Railway Company, dated 24th April, 1894, referred to in Section 101 of the London, Walthamstow and Epping Forest Railway Act, 1894, and contained in the Third Schedule to that Act, and in substitution thereof to enable the Company and the Great Eastern Railway Company to enter into and make such other Agreements with respect to the construction, working, use, and management of the Company's Railway as the Bill may prescribe, and the Bill will or may provide for the repeal or modification of Section 24 of the London, Walthamstow and Epping Forest Railway Act, 1895, and Section 9 of the London, Walthamstow and Epping Forest Railway Act, 1898, inserted for the protection of the Great Eastern Railway Company.

2. To authorise the Company and the Great Eastern Railway Company to enter into and carry into effect agreements for or with respect to the construction, maintenance, and working of the authorised railways of the Company, and the interchange, transmission and delivery of traffic coming from or destined for the respective railways and works of the two Companies, and with respect to the fixing of the tolls or charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, and also with respect to the joint or separate ownership, use and occupation of the authorised railway stations and works, or any of them, of the Company, or any part or parts thereof; and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect any of the purposes aforesaid and as to the appointment of directors; and the Bill will or may confirm and give effect to any agreement which has been or may be entered into with reference to the matters aforesaid, or any of them.

3. To empower the Great Eastern Railway Company to apply to the proposed Bill, or to the purposes of any such agreement as aforesaid, any capital or funds now belonging to them, or which they have power to raise, and to raise additional share and loan capital, and to create and issue new shares or stock with or

without a guarantee or preference or other rights or privileges attached thereto, and by the creation and issue of debenture stock, or by borrowing, or by any such methods, and if thought fit to empower the Great Eastern Railway Company to guarantee dividend or interest on the whole or a portion of the capital of the Company with such priority as the Bill may prescribe.

4. The Bill will vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes thereof, and confer other rights and privileges, and will incorporate, so far as may be necessary for the purposes thereof, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869; and will alter, amend, enlarge or repeal the provisions or some of the provisions of the London, Walthamstow and Epping Forest Railway Acts, 1894, 1895, and 1898, and the Great Eastern Railway Act, 1862, and any other Acts relating to the Great Eastern Railway 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 22nd day of November, 1898.

Cox and LAFONE, 17, Tower-royal, Cannon-street, London, Solicitors.

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

Board of Trade.—Session 1899.

Ilkeston Corporation Tramways.

(Construction of Tramways; Gauge; Motive Power; Power to Corporation to Work Proposed Tramways and Levy Tolls, Rates and Charges; the Borrowing of Money; and other matters.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Ilkeston (hereinafter called "the Corporation") intend to apply to the Board of Trade on or before the 23rd day of December, 1898, for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament in the ensuing Session, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Corporation to construct and maintain in the parish and borough of Ilkeston, in the county of Derby, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntable, turnouts, crossings, passing-places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively. Where in the description of any of the proposed tramways any distance is given from a particular side of a street the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects or would, if continued, intersect the centre line of the street, in which the tramway is intended to be laid.

The tramways proposed to be authorised are the following:—

Tramway No. 1, commencing at a point 0.10 chain north of the intersection of the centre lines of Church-street and Bridge-street with Cotmanhay-road, passing along Cotmanhay-road, Granby-street and Bath-street, and terminating at the intersection of the centre line of Station-road with Bath-street.

This tramway will be laid as single line except at the following places, where it will be laid as double line:—

(a) In Cotmanhay-road from the commencement of the tramway for a distance of 1.60 chains.