

and property, and the rates, rents, tolls, and revenues of the Council.

10. To authorise the Council, and any local authorities, bodies, companies, and persons for all or any of the purposes of or incidental to the objects of the Bill, to enter into and fulfil agreements and contracts, and the Bill will or may confirm any such agreements and contracts which may have been, or which during the progress of the Bill may be entered into and to enable for the purposes aforesaid, and of the Bill any such local authorities, bodies, companies, and persons to expend their funds, rates, and revenues, and to borrow moneys on the security thereof.

11. The Bill will or may enable the Council to carry the provisions of the Bill into effect, with all or any of the powers of the Public Health and Local Government Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations for all or any of the purposes of the Bill, to which they may deem bye-laws and regulations applicable.

12. The Bill will, so far as it may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate the provisions of among other local and personal Acts and Orders, the following (that is to say):—The Stretford Electric Lighting Order, 1897, and the Manchester Suburban Tramways Order, 1877, and Manchester Carriage and Tramways Companies Order, 1897, and all other Acts and Orders directly or indirectly relating to or affecting the Council, and will or may incorporate with itself in extenso or by reference and with or without alteration the provisions or some of the provisions of the various Acts in this Notice referred to and of the Local Loans Act, 1875, the Tramways Act, 1870, the Light Railways Act, 1896, the Electric Lighting Acts, 1882 and 1888, 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.

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, 1898.

CROFTON, CRAVEN, and WORTHINGTON,
Manchester, Solicitors.

Dyson and Co., 9, Great George-street,
Westminster, S.W., Parliamentary
Agents.

Light Railway Commission.

The East Anglian Light Railways.

(Application for Order under the Light Railways Act, 1896.)

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners on or before the 30th day of November, 1898, by the Drake and Gorham Electric Power and Traction Company, Limited (hereinafter called "the Company"), for an Order under the Light Railways Act, 1896, authorising the Company to make and maintain the light railways hereinafter described, and other works and conveniences in connection therewith.

The railways proposed to be authorised are:—

(In the following descriptions of the proposed railways the distances and lengths given for the purposes of describing the commencement or termination of any railway are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

Railway No. 1 lies wholly in the parish of Gorleston in the borough of Great Yarmouth, in the county of Norfolk, and is intended to be laid as a single line with passing places along the main road from Gorleston to Lowestoft. Railway No. 1 commences by a junction with the existing Yarmouth and Gorleston Tramways at a point on the centre line of the said tramways distant 2 chains, measured in a northerly direction along the main road from Gorleston to Lowestoft, from the intersection of the centre line of England's-lane with the centre line of the said main road, and terminates at a point on the said main road where it is crossed by the county and borough boundary distant 65 links, measured in a southerly direction, from the intersection of the centre line of Warren-road with the centre line of the said main road.

Railway No. 1A lies wholly in the parish of Gorleston, in the borough of Great Yarmouth, in the county of Norfolk, and is a short loop line connecting the existing Yarmouth and Gorleston Tramways with the proposed Railway No. 1. Railway No. 1A commences by a junction with the proposed Railway No. 1 at a point distant 1 chain, measured in a southerly direction along the main road from Gorleston to Lowestoft, from the intersection of the centre line of England's-lane with the centre line of the said main road and 23 links from the edge of the footpath on the western side of the said main road, and terminates by a junction with the Yarmouth and Gorleston Tramways at a point on the centre line of the said tramways distant 85 links, measured in an easterly direction along England's-lane, from the intersection of the centre line of the main road from Gorleston to Lowestoft with the centre line of the said lane.

Railway No. 2 passes from, in, through, or into the parishes or places of Hopton, Lound, Corton, Blundeston, Gunton, and the borough and parish of Lowestoft, all situated in the county of Suffolk, and is intended to be laid as a single line with passing places along the main Lowestoft and Yarmouth-road, Corton Long-lane, and the Corton-road. Railway No. 2 commences in the parish of Hopton, at the termination of the proposed Railway No. 1, at a point on the main road from Yarmouth to Lowestoft, where it is crossed by the Yarmouth municipal boundary, distant 65 links, measured in a southerly direction, from the intersection of the centre line of Warren-road, and the centre line of the said main road, and terminates in the borough and parish of Lowestoft at a point on the centre line of the main road from Yarmouth to Lowestoft, distant 90 links, measured in a south-easterly direction along the said main road, from the intersection of the centre line of North-parade and the centre line of the said main road.

Railway No. 3 lies wholly in the borough and parish of Lowestoft, in the county of Suffolk, and is intended to be laid as a single line, with passing places along the Yarmouth-road, the High-street, and London-road. Railway No. 3 commences at the termination of the proposed Railway No. 2 at a point on the centre line of the main road from Yarmouth to Lowestoft, distant