

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, and terminates at a point on the centre line of the London-road distant 1 chain 95 links, measured in a south-westerly direction along the London-road, from the intersection of the centre line of Commercial-road with the centre line of the said London-road.

Railway No. 3A lies wholly in the borough and parish of Lowestoft, in the county of Suffolk, and is a short spur line connecting the proposed Railway No. 3 with the Great Eastern Railway Company's Station-yard. Railway No. 3A commences by a junction with the proposed Railway No. 3 at a point on the centre line of the London-road, distant 65 links measured in a north-easterly direction along the said road from the intersection of the centre line of Commercial-road with the centre line of the said road, and terminates at the fence in the Great Eastern Railway Company's Station-yard at a point distant 85 links, measured in a westerly direction, from the south-east corner of the main station building, and 30 links measured in a southerly direction along the said fence from the said main station building.

Railway No. 4 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 across a new opening bridge to be constructed to the west of the existing bridge over the entrance to the inner harbour. Railway No. 4 commences at the termination of the proposed Railway No. 3, at a point on the centre line of the London-road distant 1 chain 95 links, measured in a south-westerly direction along the London-road, from the intersection of the centre line of Commercial-road with the centre line of the said London-road, and terminates at a point distant 35 links, measured in an easterly direction, from the most easterly corner of the "Harbour Hotel," and 1 chain 25 links, measured in a south-easterly direction, from the most northerly corner of the said hotel.

Railway No. 5 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 across the existing swing bridge over the entrance to the inner harbour. Railway No. 5 commences at the termination of the proposed Railway No. 3, at a point on the centre line of the London-road, distant 1 chain 95 links, measured in a south-westerly direction along the London-road from the intersection of the centre line of Commercial-road with the centre line of the said London-road, and terminates at a point distant 35 links, measured in an easterly direction from the most easterly corner of the "Harbour Hotel," and 1 chain 25 links, measured in a south-easterly direction, from the most northerly corner of the said hotel.

Railway No. 6 passes from the borough and parish of Lowestoft, through, in, or into the parishes of Kirkley and Pakefield, both situated in the county of Suffolk, and is intended to be laid as a single line, with passing places along Marine-parade, Vic-

toria-road, Wellington-esplanade, Kirkley Cliff-road, Pakefield-road, and Pakefield-street. Railway No. 6 commences in the borough and parish of Lowestoft at the termination of proposed Railways Nos. 4 and 5 at a point distant 35 links, measured in an easterly direction from the most easterly corner of the "Harbour Hotel," and 1 chain 25 links, measured in a south-easterly direction, from the most northerly corner of the said hotel, and terminates in the parish of Pakefield at a point on the centre line of Pakefield-street distant 90 links measured in a north-easterly direction along the said street from the intersection of the centre line of the main road from Lowestoft to Kessingland and the centre line of the said street.

Railway No. 7 passes from, in, through, or into the parishes of Pakefield, Gisleham, and Kessingland, all situated in the county of Suffolk, and is intended to be laid as a single line with passing places along the main road from Lowestoft to Wrentham. Railway No. 7 commences in the parish of Pakefield, at the termination of the proposed Railway No. 6, at a point on the centre line of Pakefield-street measured in a north-easterly direction along the said street from the intersection of the centre line of the main road from Lowestoft to Kessingland and the centre line of the said street, and terminates at a point on the centre line of the main road from Lowestoft to Wrentham, distant 65 links, measured in a north-easterly direction along the said main road, from the intersection of the centre line of Church-road with the centre line of the said main road.

Railway No. 8 lies wholly within the parish of Kessingland, in the county of Suffolk, and is intended to be laid as a single line with passing places along Church-road. Railway No. 8 commences at the termination of the proposed Railway No. 7, at a point on the centre line of the main road from Lowestoft to Wrentham distant 65 links, measured in a north-easterly direction along the said main road, from the intersection of the centre line of Church-road with the centre line of the said main road, and terminates in Church-road at a point distant 25 links, measured in a westerly direction, from the north side of the said road, and 7 chains 65 links, measured in a north-westerly direction from the most northerly corner of the "Sailor's Home Inn."

Dated this 16th day of November, 1898.

For the Drake and Gorham Electric Power and Traction Company, Limited (Promoters of the Order). Robert Daud, Secretary.

ASHWELL, BROWNING, and TUTIN, 79, Queen-street, Cheapside, London, E.C., Solicitors.

Board of Trade.—Session 1899.

Rhyl Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Rhyl 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, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts and the Transfer of