

the application from time to time of the balance thereof (after payment of all charges and expenses thereon and providing the sum requisite to meet the Policies) for the benefit of subscribers to the Fund (existing or past) and their families and the granting of bonuses and pensions to persons employed by the Trustees in the business of the Corporation, and the Bill will or may provide that (subject to any alteration made therein by the intended Act) existing Rules and Regulations shall, until alteration, be the Rules and Regulations of the Corporation.

4. To provide for the nomination or appointment from among the subscribers to the Fund, or such of them as are resident in the Metropolis, of a Council to be called "the Representative Council" (or such other name as may be subscribed by the intended Act), to bring before the Trustees any matters they consider to affect the interests of the subscribers to the Fund, and to define the powers and duties of the said Council.

5. To fix the remuneration of the Trustees and the members of the said Council and Committees for their services.

6. The Bill will or may incorporate with itself in extenso, or by reference, with or without alterations, such of the provisions as may be thought expedient of the Companies Clauses Consolidation Act, 1845, and the Commissioners Clauses Act, 1847, and 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, 1898.

Dated this 17th day of November, 1898.

MULLENS and BOSANQUET, 11, Queen Victoria-street, E.C., Solicitors.

DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

Light Railway Commissioners,  
November 1898.

South Staffordshire Light Railway.

**N**OTICE is hereby given that application is intended to be made in the month of November, 1898, to the Light Railway Commissioners by the British Electric Traction Company, Limited, of Donington House, Norfolk-street, Strand, in the county of London, for an Order under the Light Railways Act, 1896, authorising Light Railways, in the county of Stafford, that is to say in the Boroughs of Wednesbury and Wolverhampton, and in the Urban Districts of Willenhall, Darlaston, Coseley, and Bilston.

The following is a general description of the proposed railways and of their termini:—

Railway No. 1 (1 mile 4 furlongs 6.50 chains in length), commencing in Swan-bank, Bilston, by a junction with the existing Wolverhampton tramways, at a point 30 yards, or thereabouts, south-east of the eastern corner of the Town Hall, passing thence into and along Church-street, High-street, Millfield-road, and Parkfield-road, and terminating in Parkfield-road at a point 40 yards, or thereabouts, to the westward of the Red Lion Inn.

Railway No. 2 (4 furlongs 4.70 chains in length), commencing in Parkfield-road, by a junction with Railway No. 1 at its termination, passing thence in a westerly direction along Parkfield-road into Dudley and Sedgley-road, and terminating in that road by a junction with the existing Dudley and Wolverhampton tramways at a point 37 yards or thereabouts to the southward of the Fighting Cocks Inn.

Railway No. 3 (0.13 links in length) commencing at Moxley in the main road leading from Bilston to Darlaston 46 yards to the westward of the junction of the said road with the Holyhead-road, and terminating at a point 3 yards to the eastward of its commencement by a junction with the South Staffordshire tramways.

Railway No. 4, commencing in Pinfold-street near Bull Stake, Darlaston, by a junction with the existing South Staffordshire tramways at a point 20 yards to the north-eastward of Croft-street, passing thence along King-street, Church-street, Blockall, The Green, Willenhall-road, The Crescent, Shepwell-green, Birmingham-street, Walsall-street, Willenhall, and terminating at the eastern end of New-road by a junction with the existing Wolverhampton tramways.

The proposed railways are intended to be constructed along the streets or roads above mentioned, and for the purposes of the construction of the said railways the promoters do not seek to acquire any lands or any rights or interests in such streets or roads other than a right or easement in perpetuity for breaking up the surface of and utilising such streets and roads, and constructing, maintaining, working, and using the railways and works connected therewith.

The railways will be constructed on a gauge of 3 feet 6 inches.

The motive power proposed to be used on the railways is animal, electrical, or any mechanical power.

To authorise the promoters to run over the tramways of the Wolverhampton Tramway Company, Limited, and any tramways of the Corporation of Wolverhampton.

Plans and sections of the proposed works, plans of the lands proposed to be taken, and a book of reference to the plans will be deposited on or before the 30th November instant at the offices of the "Midland Counties Express," 50, Queen-street, Wolverhampton, and may be seen at all reasonable hours, and copies of the draft Order will be deposited on or before the same day at the said offices and at the offices of Sydney Morse, 4, Fenchurch-avenue, London, E.C., Solicitor for the promoters, where they can be obtained on payment of one shilling per copy.

Any objections to the application should be made in writing to the Light Railway Commissioners, and be written on foolscap paper on one side only, and should be addressed to the Secretary, Light Railway Commission, 23, Great George-street, London, S.W., and at the same time a copy of such objections must be sent to the promoters or their solicitor.

Dated the 15th day of November, 1898.

The British Electric Traction Company Limited (the promoters of the undertaking).

GEO. STEVENS, Secretary.

SYDNEY MORSE, 4, Fenchurch-avenue, London, E.C., Solicitor.

Board of Trade.—Session 1899.

Romford Electric Lighting.

(Power for the Urban District Council of Romford to Produce, Store and Supply Electricity within the Urban District of Romford; to Acquire and Appropriate Lands, and to Construct Works; to Break up or Interfere with Streets, Bridges, Railways, Tramways, Rivers, and Canals, and to Lay Down or Erect Electric Mains, Lines, Pipes, Wires and Apparatus; to Demand and Levy Rates and