

15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Town Clerk or Parliamentary Agents.

Dated this 12th day of October, 1900.

GEO. CARRICK, Town Clerk, Wisbech.

BAKER, LEES, and Co., 54, Parliament Street, Westminster, Parliamentary Agents.

North Metropolitan Electric Power Supply.

63 & 64 Vict.—Session 1900.

NOTICE is hereby given, that, subject to and in accordance with the provisions of the North Metropolitan Electric Power Supply Act, 1900, the necessary arrangements are being made for the supply of electricity (a) to the authority for lighting streets, bridges, or public places; (b) to all local authorities, persons, or companies being authorised undertakers under statutory powers within the districts of the Poor Law Unions of Hendon, Barnet, Edmonton, Ware, Hertford, Welwyn, St. Albans, and Chingford.

Dated this 16th day of October, 1900.

By order,

GEO. J. SOMERVILLE, Secretary, Surrey House, Victoria Embankment, London, W.C.

The Locomotives Act, 1898.

Administrative County of Norfolk.

Bye-laws made by the County Council of Norfolk with respect to Locomotives in the Administrative County of Norfolk; for prohibiting or restricting the use of locomotives on any specified highway in the county on account of the highway being crowded or unfitted for locomotive traffic, or of the inconvenience caused to inhabitants, or of any other reasonable cause; and for regulating the use of locomotives and of waggons drawn by locomotives on any highway; and for prohibiting or restricting the use of a locomotive on any specified bridge in the county, if the Council are satisfied that such bridge is unsuited for locomotive traffic, or that such use would be attended with damage to the bridge or danger to the public.

NOTICE is hereby given, that the Norfolk County Council have made the following Bye-laws, and that the said County Council intend to apply to the Local Government Board for confirmation of the same, viz. :—

1. Throughout these Bye-laws the expression "the Council" means the County Council of Norfolk.

2. These Bye-laws shall extend and apply to all parts of the administrative county of Norfolk, except the borough of King's Lynn, which is a borough containing, according to the census of 1881, a population of ten thousand or upwards.

3. A person in charge of a locomotive shall not use the locomotive on any of the highways of which the description appears in the Schedule hereunto appended, and which are highways whereon the use of locomotives is hereby prohibited on account of such highways being unfitted for locomotive traffic.

SCHEDULE.

Parish.	Description of Highway.
Cromer ...	Church-street (from Mount-street to Garden-street)
Do. ...	West street (from Garden-street to Prince of Wales-road)
Do. ...	High-street

4. A person in charge of a locomotive on any highway shall not use the locomotive to draw more than three unloaded waggons, with or without any waggon solely used for carrying water for such locomotive.

Provided that this prohibition shall not apply in any case, where, on application to the Council, or so far as regards any highway situated in a municipal borough, to the Council of that borough, for permission to use a locomotive to draw more than three unloaded waggons, with or without any waggon solely used as aforesaid, the Council, or the Council of such borough as the case may be, may grant such permission.

5. A person in charge of a locomotive shall not cause or suffer the locomotive to remain stationary on any part of a highway for more than thirty minutes at any one time.

Provided that this Bye-law shall not be deemed to apply in any case where the stopping of the locomotive for a longer period than thirty minutes

(a.) is necessary in order to enable the person using the locomotive to comply with the requirements of any statutory provision or Bye-law for the time being in force for the regulation of the use of locomotives; or

(b.) is rendered necessary by accident, or other unavoidable cause.

6. Where for a continuous length exceeding one hundred yards a highway comprises a carriage-way or cartway of a width less than sixteen feet, a person in charge of a locomotive shall not drive or suffer the locomotive to be driven upon the carriage-way or cartway unless a person accompanying the locomotive shall precede the locomotive for a distance reasonably sufficient to warn the drivers of vehicles of the approach of the locomotive.

7. A person in charge of a locomotive shall not cause or suffer the locomotive to remain stationary on any highway so that any wheel of the locomotive rests on any bridge, arch, or culvert, or within ten feet from the face of the abutment of any bridge, arch or culvert.

Provided that this prohibition shall not be deemed to apply in any case

(a.) where, in pursuance of the statutory provision in that behalf, a locomotive may be required to be instantly stopped; or

(b.) where the stopping of a locomotive may be rendered necessary by accident, or other unavoidable cause.

8. A person in charge of a locomotive shall not use the locomotive on any of the bridges of which the description appears in the Schedule hereunto appended, and which are bridges whereon the use of locomotives is hereby prohibited, the Council being satisfied that such use would be attended with damage to the bridges.