



The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 27, 1900.

By the QUEEN.
A PROCLAMATION.

VICTORIA, R.

WHEREAS Our Parliament stands prorogued to Monday, the tenth day of December next; and whereas for divers weighty and urgent reasons it seems to Us expedient that Our said Parliament shall assemble and be holden sooner than the said day. We do, by and with the advice of Our Privy Council, hereby proclaim and give notice of Our Royal intention and pleasure that Our said Parliament, notwithstanding the same now stands prorogued as hereinbefore mentioned to the said tenth day of December next, shall assemble and be holden for the despatch of divers urgent and important affairs on Monday, the third day of December next; and the Lords Spiritual and Temporal, and the Knights, Citizens, and Burgesses, and the Commissioners for Shires and Burghs of the House of Commons, are hereby required and commanded to give their attendance accordingly, at Westminster, on the said third day of December next.

Given at Our Court at *Windsor*, this twenty-sixth day of *November*, in the year of our Lord one thousand nine hundred, and in the sixty-fourth year of Our reign.

GOD save the QUEEN.

AT the Court at *Windsor*, the 26th day of *November*, 1900.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day Sir James Stirling, Lord Justice of Appeal, was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at *Windsor*, the 26th day of *November*, 1900.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

THIS day the Right Honourable Gerald FitzGibbon, Lord Justice of Appeal, was, by Her Majesty's command, sworn of Her Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

AT the Court at *Windsor*, the 26th day of *November*, 1900.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased to appoint Edward William Wakefield, Esquire, of Stricklandgate House, Kendal, to be Sheriff of the County of Westmorland, in the room of William Graham, Esquire, of Eden Grove, Kirkbythore, whose appointment has been vacated.

AT the Court at *Windsor*, the 26th day of *November*, 1900.

PRESENT,

The QUEEN's Most Excellent Majesty.

Lord President.
Lord Chamberlain.
Earl of Kintore.

WHEREAS by Treaty, capitulation, grant, usage, sufferance and other lawful means, Her Majesty has jurisdiction within the territories of the King of Siam;

Now, therefore:—

1. In this Order the expression "British subject" includes a person who, by virtue of section fifteen of "The Foreign Jurisdiction Act, 1890," or otherwise, enjoys Her Majesty's protection in Siam.

2. A register of British subjects shall be kept in the office of every Consulate in Siam.

3. Every British subject, resident or arriving in Siam, being of the age of twenty-one years or upwards, or being married, or a widower or widow, though under that age, may, subject to the provisions of this Order, be registered in a Consular register.

4. The registration of a man shall comprise the registration of his wife, or wives, if living with him; and the registration of the head of a family shall comprise the registration of all females and minors, being his relatives, in whatever degree, living under the same roof with him at the time of his registration.

5. A British subject resident in Siam shall not be registered elsewhere than in the register of the Consular district in which he resides; but a person arriving in Siam may be registered either in the register of the Consular district in which he first arrives or in that of the district in which he goes to reside.

6. A person arriving in Siam and not already registered must apply for registration within one month after arrival; a person resident in Siam must apply for registration in January in every year: Provided that a person who fails to obtain registration within the time so limited may be registered at any time if he excuses his failure to the satisfaction of the Consular officer.

7. A person registered in any register of British subjects established under "The Siam Order in Council, 1889," shall be registered under the provisions of this Order, unless the Consular officer is satisfied, after inquiry, that the previous registration was erroneous, or that such person is not entitled to registration under the provisions of this Order.

8. The Consular officer shall on every registration give to the person registered a certificate of registration signed by him, and sealed with his Consular seal.

9. The name of a wife, if her registration is under the provisions of this Order, comprised in her husband's, shall be indorsed on the husband's certificate.

10. The names and descriptions of females and minors, whose registration is under the provisions of this Order comprised in that of the head of a family, shall be indorsed on the certificate of the head of the family.

11. Every person applying to be registered under this Order shall, unless excused by the Consular officer, attend personally for that purpose at the Consulate on each occasion of registration.

12. Every person shall, on every registration of himself, pay a fee of two shillings and sixpence, or such other fee as the Secretary of State from time to time appoints. The amount of the fee may be uniform for all persons, or may vary according to the position and circumstances of different classes if the Secretary of State from time to time so directs, but may not in any case exceed five shillings.

13. If any British subject fails to obtain registration under the provisions of this Order, he shall not be entitled to be recognized or protected as a British subject in Siam, but he shall, although not registered, be subject to the jurisdiction of Her Majesty's Consular Courts in Siam.

Provisions affecting particular Classes of British Subjects.

14. A person, not of Asiatic descent, arriving in Siam and applying to be registered as a British subject shall be so registered if the Consular officer is satisfied, after such inquiry as he may deem fit, that he is entitled to the status of a British subject.

15. A person of Asiatic descent arriving in Siam and applying to be registered as a British subject, shall be so registered if he (a) produces a passport as a British subject from British India or a British possession; or (b) files an affidavit or sworn declaration showing that he was born within Her Majesty's dominions or within the territory of any Prince or State in India under the suzerainty or in alliance with Her Majesty, or that he has been naturalized in the United Kingdom; and (c) in either case gives satisfactory evidence of his identity.

16. A person born in Siam, being the child of a person of Asiatic descent who arrived in Siam, may be registered as a British subject if it is proved that the father (a) was registered as a British subject at the time of the child's birth; or (b) being entitled was prevented from being so registered by causes for which he was not responsible.

Any child of a person registered under the provisions of this Article shall not be entitled to be registered as a British subject by reason only that his father and grandfather were so registered.

17. A person of Asiatic descent, being a native of Upper Burmah or of the British Shan States shall not be registered as a British subject if it appears that he arrived in Siam before the first January, one thousand eight hundred and eighty-six, and has become domiciled there.

18. A woman, being the widow of a person of Asiatic descent, who was in his lifetime registered as a British subject, shall be registered as a British subject if her name appears on the last certificate given to her husband before his death, but not otherwise.

19. The Consular officer may, without fee, register any British subjects, being minors, living in the houses of foreigners or Siamese subjects.

20. Article ninety-four of "The Siam Order in Council, 1889," is hereby repealed, provided all registers kept under that Order shall continue in force until superseded by registers kept under this Order.

21. This Order may be cited as "The Siam (Registration) Order in Council, 1900."

A. W. Fitz Roy.

LONDON GOVERNMENT.

DAY FOR GIVING NOTICE OF APPEALS UNDER SECTION 3 (3) OF THE LONDON (POOR LAW AND VALUATION) SCHEME, 1900.

WHEREAS by Subsection (3) of Section 3 of the London (Poor Law and Valuation) Scheme, 1900, it is provided that notice of an appeal authorized by that subsection may be given on or before such day after the day on which the first Borough Councillors elected under the London Government Act, 1899, come into office, as the Lord President of the Council may determine:

Now, therefore, pursuant to the said provisions and every other power enabling me in that behalf, I, the Lord President of the Council, do hereby fix, as the day on or before which notice of any such appeal may be given—

(a) in the case of an appeal to special sessions, the fifth day of December one thousand nine hundred; and

(b) in the case of an appeal to quarter sessions, the fourteenth day of January one thousand nine hundred and one.

Dated this 23rd day of November 1900.

Devonshire,

Lord President of the Council.

War Office, November 27, 1900.

THE Queen has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath:

To be an Honorary Member of the Civil Division of the First Class, or Knights Grand Cross, of the said Most Honourable Order, viz.:—
His Highness Prince Albert John Charles Frederick Alfred George of Schleswig-Holstein.

Downing Street, November 26, 1900.

THE Queen has been pleased to approve of the appointment of Caralambus Tambaci, Esq., to be an Unofficial Member of the Legislative Council of the Colony of Lagos.

Whitehall, November 23, 1900.

THE Queen has been pleased to give and grant unto Vice-Admiral Sir John Arbuthnot Fisher, K.C.B., Commander-in-Chief, Mediterranean Squadron, Her Majesty's Royal licence and authority that he may accept and wear the Insignia of the First Class (Grand Cordon) of the Imperial Ottoman Order of the Osmanieh, conferred upon him, as a promotion in that Order, by His Imperial Majesty the Sultan of Turkey, on the occasion of his visit to Constantinople for the celebration of His Imperial Majesty's Jubilee.

Whitehall, November 23, 1900.

THE Queen has been pleased to appoint Captain Arthur Sackville Trevor Griffith-Boscawen, M.P., to be Fourth Charity Commissioner for England and Wales.

Whitehall, November 26, 1900.

THE Queen has been pleased to give and grant unto Sir William MacCormac, Bart., K.C.V.O., President of the Royal College of Surgeons of England, Her Majesty's Royal licence and authority that he may accept and wear the Cross of Commander of the Legion of Honour, conferred upon him by the President of the French Republic, in recognition of services which he rendered to the French wounded during the War of 1870-71, as well as to the International Medicine Congress held during the recent Paris Exhibition.

(F. & H. 15,672.)

Board of Trade (Fisheries and Harbour Department), London, November 23, 1900.

THE Board of Trade have received, through the Secretary of State for the Colonies, the following Quarantine Notice, issued by the Governor of Malta:—

Government Notice, No. 243.

His Excellency the Governor, having heard the opinion of the Council of Health, has been pleased to modify Government Notice No. 230 of the 24th October, 1900, and to direct that the following regulations be observed, viz. :—

1. Vessels which are not allowed to enter the Harbour, but are allowed to communicate with Quarantine Establishments,

(a.) Vessels that have on board, or have had during the voyage or the preceding 21 days, cases of cholera, yellow fever, or plague, or cases of a disease with symptoms resembling those diseases.

(b.) Vessels with pilgrims from the East.

(c.) Vessels arriving from the Persian Gulf and from Arabian ports in the Red Sea, which have not been admitted to free pratique at Suez and Port Said.

(d.) Vessels without clean bill of health arriving from Chinese, Indian, and Arabian ports which have been admitted to free pratique at Suez or Port Said may be admitted to free pratique.

2. Vessels which are allowed to enter the Quarantine Harbour to load under quarantine restrictions.

(a.) Vessels arriving from any port without a clean bill of health, which do not fall under the provisions of Head 1.

(b.) Vessels arriving from Glasgow or Alexandria which have not been admitted to free pratique at an intermediate port and disinfected there, to the satisfaction of the Port Authorities.

(c.) Vessels without a clean bill of health, and those arriving from Glasgow, will be admitted to free pratique after a period of 20 days from the date

of the last case of plâgue, chòlera, or similar disease reported officially.

(d.) Vessels from Alexandria will be admitted to free pratique after a period of 20 days from the date of the last case of plague, cholera, or similar disease reported officially, or after ten days from departure from Alexandria:

3. Medical Inspection.

All vessels shall, on arrival, undergo strict medical inspection.

4. Passengers.

(a.) Passengers and crews of vessels arriving from Glasgow, Chinese, Indian, and Arabian ports, on board vessels that do not carry a doctor, shall be landed in one of the quarantine establishments where they will be subjected to strict medical inspection until their clothing and all other articles of personal use, likely to retain infection, shall have been thoroughly disinfected.

(b.) Passengers and crews of vessels arriving from the above places on board vessels that carry a doctor, shall be permitted to land; but no luggage shall be landed before it is disinfected in one of the quarantine establishments.

(c.) Every passenger arriving at Malta shall, before being allowed to land, declare on oath before an Inspector of Marine Police or other Superior Officer, that he has not been in Alexandria within 10 days; whenever such person does not make this declaration on oath, he shall undergo a period of quarantine to complete the period of 10 days.

5. Goods.

The importation of coffee, beans or ground, coloured with substances injurious to health, is prohibited.

Vessels falling under the provisions of Head 2, shall be allowed to discharge such goods as admit of being disinfected or are not susceptible.

Cereals imported from infected ports are to be kept for 21 days at the lazaretto or any other place to be appointed by the Collector of Customs, to be aired under the direction of the quarantine authorities.

The importation of rags is prohibited.

The importation is forbidden before disinfection of the following articles, viz., wearing apparel, soiled linen and clothing, bedding, materials, feathers, bones, and jute goods.

The importation from any infected port is forbidden, before disinfection, of the following articles; besides those mentioned in the next preceding subsection: used sacks, carpets, and embroideries which have been in use, raw skins, fresh skins, and untanned skins; animal débris, such as hoofs, hair; raw silk, wool, and human hair.

The importation of hides from any port subject to quarantine or from any place where cattle disease exists, is prohibited before disinfection.

The importation of vines, vine shoots, and fruit packed in vine leaves is prohibited.

The importation of plants or roots from any port of the Mediterranean is prohibited, unless the same are accompanied by a satisfactory certificate from the British Consular Authority that phylloxera is not known to exist at the place of origin.

By command;

G. STRICKLAND,

Chief Secretary to Government.
Palace, Valletta, November 15, 1900.

(F. & H. 15,731.)

Board of Trade (Fisheries and Harbour Department), London, November 26, 1900.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, the following copy of Regulations respecting quaran-

tine at Porto Rico issued by the United States Government, viz. :—

Extract from United States Treasury Department's Decisions, Vol. 3, No. 43, dated 25th October, 1900 :—

(22552.)

Organization and conduct of the National Quarantine Service, Porto Rico.
Circular No. 146.

Treasury Department,
Office of Supervising Surgeon-General
U.S.M.H.S.,

Washington, D.C., October 20, 1900.

Medical Officers of the Marine Hospital Service, Collectors of Customs, and others concerned :

Section 10 of the Act of Congress approved April 12, 1900, entitled "An Act temporarily to provide revenues and a Civil Government for Porto Rico, and for other purposes," is as follows :—

Section 10. That quarantine stations shall be established at such places in Porto Rico as the Supervising Surgeon-General of the Marine Hospital Service of the United States shall direct, and the quarantine regulations relating to the importation of diseases from other countries shall be under the control of the Government of the United States.

Under the provisions of the foregoing section, and in accordance with the Act of Congress approved February 15, 1893, entitled "An Act granting additional quarantine powers and imposing additional duties upon the Marine Hospital Service," the following instructions are hereby issued for the Government of the quarantine service in Porto Rico :—

1. Quarantine stations are hereby established at the following ports :—San Juan, Ponce, Aguadilla, Arecibo, Arroya, Humacao, Mayaguez, Baracoa, Fajardo, and Guanica.

2. The quarantine regulations of the Treasury Department issued November 13, 1899, and as subsequently or hereafter to be amended, shall be enforced at Porto Rican ports.

3. The general conduct of the quarantine service in Porto Rico shall be in accordance with the regulations governing the Marine Hospital Service, in so far as they are applicable.

4. One officer will be detailed by the Surgeon-General of the Marine Hospital Service as chief quarantine officer of Porto Rico in addition to his duties as quarantine officer at the Port of San Juan.

5. Routine work at each port is to be conducted by the officer in command at such port, under the quarantine regulations and the regulations for the government of the Marine Hospital Service.

6. Special questions regarding administration, detention of vessels in quarantine, methods of disinfecting unusual cargoes, &c., are to be submitted when practicable, and with recommendations, to the chief quarantine officer for decision, and when acted upon shall be promptly reported to said chief quarantine officer. The port quarantine officer will abide by the decision of the chief quarantine officer, the right of appeal to the Bureau, however, being recognized.

7. The chief quarantine officer will make periodical or special inspections of the various ports, and will have authority to visit any port at any time upon the request of the officer there stationed, quoting this paragraph as authority for travelling expenses incurred, and making report to the Surgeon-General of each inspection.

8. Reports and correspondence from the stations will be forwarded to the Bureau through the chief

quarantine officer. In forwarding propositions involving change of policy, new structures or extensive repairs to old structures, nominations to original vacancies, promotions, and other unusual matters, the chief quarantine officer will add his recommendations in each case.

9. In exceptional cases when, in the opinion of the port quarantine officer, it is necessary to write or telegraph the Bureau direct, he may do so, but in each case will forward a copy of the communication to the chief quarantine officer.

10. The collector of customs at San Juan will act as disbursing officer for the quarantine service in Porto Rico. His account of disbursements will be forwarded monthly to the Marine Hospital Bureau for administrative examination and transmission to the Auditor for the Treasury Department. He will pay bills incurred under the regulations or by Department authority, when certified to by the port quarantine officers and approved by the chief quarantine officer.

11. Each port quarantine officer shall transmit on the first of each month a report of the expenses incurred during the preceding month and an estimate of the expenses to be incurred during the ensuing month. These reports and estimates shall be in duplicate, and one copy will be forwarded by the chief quarantine officer to the Bureau.

12. The chief quarantine officer shall exercise a surveillance over the operations of the several quarantine ports with regard to efficient quarantine, the expenditures and general administration, and will promptly convey to the Bureau all pertinent information relative thereto, adding his recommendation when necessary. He will submit at the close of each fiscal year an annual report of the transactions and condition of each station.

WALTER WYMAN,

Supervising Surgeon-General U.S.M.H.S.

Approved,

L. J. GAGE, Secretary.

(F. & H. 15,800.)

Board of Trade (Fisheries and Harbour Department), London, November 26, 1900.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Representative at Paris, intimating that, as no case of plague has occurred at Tamatave since the 25th October, the sanitary measures adopted in Madagascar have been suspended since the 4th instant.

(F. & H. 15,892.)

Board of Trade (Fisheries and Harbour Department), London, November 27, 1900.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at Rio de Janeiro, intimating that Glasgow and Scottish ports are declared free from plague.

(F. & H. 15,909.)

Board of Trade (Fisheries and Harbour Department), London, November 27, 1900.

THE Board of Trade have received, through the Secretary of State for the Colonies, a copy of a Despatch from the Governor of Barbados, intimating that Glasgow and its suburbs are no longer infected with plague.

(F. & H. 15,911.)

Board of Trade (Fisheries and Harbour Department), London, November 27, 1900.

THE Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram from Her Majesty's Representative at Copenhagen, intimating that Decree placing arrivals from Glasgow under supervision has been abrogated.

Board of Education, Whitehall, November 23, 1900.

ELEMENTARY EDUCATION ACTS, 1870-1899.

THE Board of Education have issued orders this day for the Triennial Elections of School Boards in the undermentioned Boroughs and Parishes :—

| Names of School Boards. | County. | Union. |
|---|-----------------------|------------------------|
| Canterbury | Kent | |
| Bideford | Devon | |
| Blackburn | Lancaster | |
| Carmarthen | Carmarthen | |
| Dewsbury | York | |
| Dudley | Worcester | |
| Kendal | Westmoreland | |
| Northampton | Northampton | |
| Portsmouth | Hants | |
| Rochester | Kent | |
| Rye | Sussex | |
| Stalybridge | Chester | |
| Tynemouth | Northumberland | |
| Whitley (Contributory) | Northumberland | Tynemouth |
| Wrexham | Denbigh | |
| Yeovil | Somerset | |
| Yeovil Without (Contributory) | Somerset | Yeovil |
| Bristol | Gloucester | |
| Ashton-under-Lyne | Lancaster | |
| Barnsley | York | |
| Bath | Somerset | |
| Batley | York | |
| Bodmin | Cornwall | |
| Brecon (U.D.) | Brecon | |
| Chesterfield | Derby | |
| Dartmouth | Devon | |
| Devonport | Devon | |
| Exeter | Devon | |
| Ipswich | Suffolk | |
| Newark | Nottingham | |
| Newcastle-on-Tyne | Northumberland | |
| Plymouth | Devon | |
| Pwllheli | Carnarvon | |
| Totnes | Devon | |
| Worcester | Worcester | |
| Walsall | Stafford | |
| Carlisle | Cumberland | |
| South Shields | Durham | |
| Wakefield | York | |
| Longton | Stafford | |
| Rampton | Cambridge | Chesterton |
| Cretingham | Suffolk | Plomesgate |
| Crowan | Cornwall | Helston |
| Southwick | Durham | Sunderland |
| Stainforth (Thorne) | York | Thorne |
| Cowpen (U.D.) | Northumberland | Tynemouth |
| Cley-next-the-Sea | Norfolk | Erpingham |
| Irthington | Cumberland | Brampton |
| Paington | Devon | Totnes |
| Wendron | Cornwall | Helston |
| Whitechurch | Devon | Tavistock |
| Buckland Monachorum (Contributory) | Devon | Tavistock |
| Sampford Spiney (Contributory) | Devon | |
| Sturminster Marshall | Dorset | Wimborne and Cranborne |
| Loveston (U.D.) | Pembroke | Narberth |
| Newnham (U.D.) | Hants | Basingstoke |
| Odiham (Contributory) | Hants | |
| Sawtry (U.D.) | Hunts | Huntingdon |
| Yelling (U.D.) | Hunts | Caxton and Arrington |
| Nedging and Naughton (U.D.) | Suffolk | Cosford |
| Peasehall | Suffolk | Blything |
| Rockland (U.D.) | Norfolk | Wayland |
| Hannah-cum-Hagnaby (U.D.) | Lincoln | Louth |
| Awsworth | Nottingham | Basford |
| Cottingham Without | York | Sculcoates |
| Thurlistone | York | Penistone |
| Whitwood | York | Pontefract |
| Cornforth (U.D.) | Durham | Sedgefield |

| Names of School Boards: | County. | Union. |
|-------------------------|------------------|---------------------|
| Pickworth (U.D.) | Lincoln | Grantham Out Relief |
| Hunshelf | York | Penistone |
| Nettleton | Lincoln | Caistor |
| Sykehouse | York | Thorne |
| Stourbridge | Worcester | Stourbridge |
| Shipley | York | North Bierley |
| Blaenavon | Monmouth | Abergavenny |
| Pontypridd | Glamorgan | Pontypridd |
| Griffithstown | Monmouth | Pontypool |
| Luddendenfoot | York | Halifax |
| Midgley | York | Halifax |
| Sowerby | York | Halifax |
| Sowerby Bridge | York | Halifax |

Admiralty, 21st November, 1900.

Royal Marines.

Quartermaster and Honorary Major John Burtenshaw (Retired List), Royal Marine Light Infantry, is appointed Recruiting Staff Officer, Second Class, at Glasgow, vice Brown, completed period of appointment. Dated 23rd November, 1900.

Admiralty, 23rd November, 1900.

THE undermentioned Gentlemen have been appointed Naval Instructors in Her Majesty's Fleet:—

The Reverend John Henry Shackleton Bailey, B.A.

The Reverend George Stanley Kewney, B.A.

Francis Henry Batchelor, Esq., B.A.

Dated 12th November, 1900.

Royal Naval Reserve.

In accordance with the Regulations for the Royal Naval Reserve—

Lieutenant William Henry Owen has been placed on the Retired List, with permission to assume the rank of Commander. Dated 19th November, 1900.

Admiralty, 24th November, 1900.

Staff Engineer Alexander Kerr has been promoted to the rank of Fleet Engineer in Her Majesty's Fleet. Dated 15th November, 1900.

Royal Naval Reserve.

Sub-Lieutenant Samuel Giles Spencer McNeil to be Lieutenant. Dated 22nd November, 1900.

Admiralty, 26th November, 1900.

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870—

Staff Captain John Bell Johnson has been placed on the Retired List, with permission to assume the rank of Captain. Dated 26th November, 1900.

Clerk Charles Herbert Carroll has been promoted to the rank of Assistant-Paymaster in Her Majesty's Fleet. Dated 18th October, 1900.

War Office, Pall Mall,

27th November, 1900.

5th Lancers, Captain Edward O. Wathen is seconded for service on the Staff. Dated 16th June, 1900.

9th Lancers, Lieutenant Lord Charles C. Bentinck to be Captain, vice the Honourable C. H. C. Willoughby, seconded. Dated 8th November, 1900.

13th Hussars, Captain Arthur H. M. Taylor is seconded for service on the Staff. Dated 11th June, 1900.

Supernumerary Captain Kenneth MacLaren to be Captain, vice A. H. M. Taylor. Dated 11th June, 1900.

19th Hussars, Captain Harold G. De Pledge is seconded for service on the Staff. Dated 28th March, 1900.

THE IMPERIAL YEOMANRY.

1st Battalion, Temporary Lieutenant Colonel R. G. W. Chaloner resigns the command of the Battalion. Dated 28th November, 1900.

Lieutenant W. J. R. Marsh to be Captain, with the temporary rank of Captain in the Army. Dated 18th April, 1900.

Lieutenant C. G. M. Adam resigns his Commission. Dated 28th November, 1900.

2nd Battalion, The promotion of Quartermaster-Sergeant M. Hunt to a Lieutenancy, with the temporary rank of Lieutenant in the Army, is antedated to 23rd June, 1900.

3rd Battalion, Temporary Major R. F. T. Gascoigne to command the Battalion, with the temporary rank of Lieutenant-Colonel in the Army. Dated 21st August, 1900.

Temporary Captain H. B. de la P. Beresford-Peirse, from Adjutant, to be Second in Command, with the temporary rank of Major in the Army. Dated 21st August, 1900.

Captain R. T. O. Sheriffe resigns his Commission. Dated 26th September, 1900.

The promotion to Captain, with the temporary rank of Captain in the Army, of Lieutenant R. L. Birkin is antedated to 19th June, 1900.

Lieutenant H. H. Wilson to be Captain, with the temporary rank of Captain in the Army. Dated 26th September, 1900.

The promotion of Sergeant E. T. Whitehead to a Lieutenancy, with the temporary rank of Lieutenant in the Army, is antedated to 19th June, 1900.

To be Lieutenants, with the temporary rank of Lieutenant in the Army:—

Sergeant Thomas Philip Barber. Dated 11th September, 1900.

Sergeant W. G. A. Vallance. Dated 26th September, 1900.

4th Battalion, Private Bertram Harry Godfrey Arkwright to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 25th October, 1900.

5th Battalion, The undermentioned Lieutenants to be Captains, with the temporary rank of Captain in the Army:—

J. T. Lutley. Dated 3rd September, 1900.
N. E. Money. Dated 20th October, 1900.

Lieutenant E. A. Knight resigns his Commission. Dated 17th July, 1900.

Corporal Edward Anthony Sydney Gell to be Quartermaster, with the temporary rank of Lieutenant in the Army. Dated 6th October, 1900.

To be Lieutenants, with the temporary rank of Lieutenant in the Army:—

Lance-Sergeant J. R. Renwick. Dated 12th May, 1900.

Private Raymond Theodore Pelly. Dated 10th July, 1900.

Private George Alexander Weir. Dated 17th July, 1900.

Corporal Reginald Smart. Dated 3rd September, 1900.

6th Battalion, Lieutenant R. W. Purvis to be Captain, with the temporary rank of Captain in the Army. Dated 1st November, 1900.

Lieutenant A. C. Campbell, from 14th Battalion, to be Lieutenant. Dated 16th November, 1900.

7th Battalion, Lieutenant A. M. Myburgh resigns his Commission. Dated 28th November, 1900.

8th Battalion, Lieutenant C. H. Bibby-Hesketh resigns his Commission. Dated 28th November, 1900.

10th Battalion, Regimental Sergeant-Major Harry Houghton to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 7th May, 1900.

14th Battalion, Major Sir A. Lamb, Bart., resigns the appointment of Second in Command. Dated 28th November, 1900.

Private W. C. Cunninghame to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 16th November, 1900.

15th Battalion, Private the Honourable Eric Thesiger to be Lieutenant, with the temporary rank of Lieutenant in the Army. Dated 29th October, 1900.

ROYAL REGIMENT OF ARTILLERY.

Captain (District Officer) Richard Price to be Major (District Officer), on augmentation. Dated 28th November, 1900.

The undermentioned Lieutenants (District Officers) to be Captains (District Officers). Dated 28th November, 1900:—

Richard Saunders, on the Seconded List.

George Clark, vice R. Price.

William R. Arnold, on augmentation.

Henry G. W. Jennison, on augmentation.

Royal Horse and Royal Field Artillery, Major Arthur W. B. Gordon retires on retired pay. Dated 28th November, 1900.

The promotions to the rank of Captain of the undermentioned Lieutenants are antedated as follows:—

L. H. D. Broughton to 14th June, 1900, vice W. J. K. Rettie.

H. E. Carey to 16th June, 1900, vice A. M. Perreau, appointed Divisional Adjutant.

H. W. Atlay, to 18th June, 1900, on augmentation.

C. L. O'Malley to 19th June, 1900, vice J. F. N. Birch, promoted.

G. T. Mair to 25th June, 1900, on augmentation.

S. F. Stallard to 29th June, 1900, in succession to Major W. A. M. Thompson, who holds a Staff appointment.

C. St. L. G. Hawkes to 30th June, 1900, vice C. H. de Rougemont, promoted.

A. S. Cotton to 26th July, 1900, in succession to Major H. Biddulph, employed in China.

H. R. Phipps to 28th July, 1900, on augmentation.

A. G. Arbutnot to 8th August, 1900, vice H. F. Dawson, seconded.

H. A. Koebel to 22nd August, 1900, vice F. Lyon, seconded.

L. B. Montrésor to 30th August, 1900, vice H. G. Lloyd, appointed Divisional Adjutant.

C. D. Hope to 1st September, 1900, on augmentation.

H. A. L. H. Wade to 8th September, 1900, vice B. R. Kirwan, seconded.

H. P. R. Coode to 14th September, 1900, vice W. E. Wingfield, seconded.

A. B. Forman to 15th September, 1900, vice N. E. Tilney, seconded.

G. H. Stobart to 17th September, 1900, vice E. G. Cheke, appointed Divisional Adjutant.

A. E. B. Fair to 22nd September, 1900, vice F. A. G. Y. Elton, promoted.

R. A. Birley to 1st October, 1900, vice W. Thwaites, appointed Divisional Adjutant.

F. T. Brown to 6th October, 1900, on the Seconded List.

H. F. E. Lewin to 6th October, 1900, vice J. C. G. A. Hankey, appointed Divisional Adjutant.

W. E. Edwards to 12th October, 1900, on the Seconded List.

R. E. Paley to 12th October, 1900, vice J. Dalby, appointed Divisional Adjutant.

E. C. W. D. Walthall to 15th October, 1900, vice H. W. Taylor, killed in action.

E. M. Conolly to 23rd October, 1900, vice C. H. Wilson, appointed Divisional Adjutant.

M. J. F. FitzGerald to 26th October, 1900, vice F. E. L. Barker, appointed Divisional Adjutant.

W. A. S. Gemmell to 31st October, 1900, vice E. J. Duffus, promoted.

Lieutenant Ambrose D. H. Grayson to be Captain, vice H. Ramsden, appointed Divisional Adjutant. Dated 1st November, 1900.

Second Lieutenant Robert Oldershaw resigns his Commission. Dated 28th November, 1900.

The name of Second Lieutenant Edmund Gerald FitzGibbon is as now described, and not as stated in the Gazette of 5th October, 1900.

Captain William J. K. Rettie to be Adjutant, vice Captain H. L. Powell, who has vacated that appointment. Dated 14th June, 1900.

Royal Garrison Artillery, The promotions to the rank of Major of the undermentioned Captains are antedated as follows:—

W. H. Mills to 13th July, 1900, employed on the Staff.

W. L. Farmar to 13th July, 1900, vice N. W. H. Du Boulay, employed on Special Service in China.

F. L. Donaldson to 19th September, 1900, vice A. C. Currie, appointed to the Staff.

C. W. Brownlow to 10th October, 1900, on augmentation.

The promotions to the rank of Captain of the undermentioned Lieutenants are antedated as follows:—

H. W. Ravenhill to 13th July, 1900, vice W. L. Farmar, promoted.

J. Grose to 26th July, 1900, vice C. Howard-Vyse, appointed an Instructor in Gunnery.

C. F. L. Mulliken to 15th September, 1900, vice C. M. Nuttall, seconded.

B. R. R. Rambaut to 10th October, 1900, vice C. W. Brownlow, promoted.

Captain Vernon L. Beer is seconded for service as Commandant, Permanent Garrison, Albany, West Australia. Dated 26th October, 1900.

Lieutenant William Hugh McGowan, from the British Guiana Militia, to be Second Lieutenant. Dated 28th November, 1900.

LINE BATTALIONS.

The Northumberland Fusiliers, The undermentioned Second Lieutenants to be Lieutenants. Dated 28th November, 1900:—

H. C. Oxley, vice A. W. Rickman, seconded.

A. F. Douglas, vice W. H. Wild, appointed Adjutant.

J. E. V. Isaac, vice A. C. Girdwood, promoted.

The Norfolk Regiment, Captain Arthur H. Luard to be Major, vice Brevet Lieutenant-Colonel H. R. B. Donne, promoted Lieutenant-Colonel on half-pay. Dated 8th September, 1900.

The Princess of Wales's Own (Yorkshire Regiment), Second Lieutenant C. H. de St. P. Bunbury to be Lieutenant, vice E. B. Pusey, resigned. Dated 17th November, 1900.

The Royal Scots Fusiliers, Captain Ewan Christian is seconded for service on the Staff. Dated 13th July, 1900.

The Cheshire Regiment, Captain Warren H. Anderson is seconded for service on the Staff. Dated 6th June, 1900.

The South Wales Borderers, The undermentioned Captains are seconded for service on the Staff. Dated 4th June 1900:—

Thomas S. Marquis.

Robert P. Yates.

Supernumerary Captain Franklin M. Gillespie to be Captain, vice T. S. Marquis. Dated 4th June, 1900.

The Gloucestershire Regiment, Lieutenant Guy M. Shipway is seconded for service on the Staff. Dated 28th July, 1900.

The Dorsetshire Regiment, Captain Arlington A. Chichester is seconded for service on the Staff. Dated 13th June, 1900.

The Prince of Wales's Volunteers (South Lancashire Regiment), Lieutenant Maurice A. Ord to be Captain, vice N. M. Lynch, deceased. Dated 14th November, 1900.

Second Lieutenant E. C. Fane to be Lieutenant, vice M. A. Ord. Dated 14th November, 1900.

The Essex Regiment, The undermentioned Officers are seconded for service on the Staff:—

Captain Bertram A. Warry. Dated 9th August, 1900.

Lieutenant Geoffrey W. Howard. Dated 5th March, 1900.

The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are antedated as follows:—

W. A. Jacomb, vice G. W. Howard. Dated 5th March, 1900.

H. L. Matthews, vice F. N. Parsons, killed in action. Dated 11th March, 1900.

A. G. N. Wood, vice G. M. H. Stirling, promoted. Dated 23rd March, 1900.

G. H. Raleigh, vice W. H. Kirk, deceased. Dated 18th April, 1900.

Princess Charlotte of Wales's (Royal Berkshire Regiment), Lieutenant Archibald H. Buchanan-Dunlop is seconded for service on the Staff. Dated 12th July, 1900.

The Queen's Own (Royal West Kent Regiment), Lieutenant James W. O'Dowda to be Captain, vice E. V. O. Hewett, seconded. Dated 27th October, 1900.

Second Lieutenant P. S. Hall to be Lieutenant, vice J. W. O'Dowda. Dated 27th October, 1900.

The Duke of Edinburgh's (Wiltshire Regiment), Major Herbert A. Stock retires on retired pay. Dated 28th November, 1900.

The Prince of Wales's (North Staffordshire Regiment), Captain Somerset C. G. F. Astell is seconded for service on the Staff. Dated 1st June, 1900.

The promotions to the rank of Captain of the undermentioned Lieutenants are antedated as follows:—

Halkett W. M. Down to 1st June, 1900, vice S. C. G. F. Astell.

James J. B. Farley to 6th June, 1900, vice W. A. Barnett, seconded.

The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are antedated as follows:—

A. S. Weldon to 1st June, 1900.

A. N. Beauclerk to 6th June, 1900, vice J. J. B. Farley.

G. H. Hume-Kelly to 20th June, 1900, vice D. T. Seckham, promoted into the Lancashire Fusiliers.

The Durham Light Infantry, Lieutenant William Northey is seconded for service on the Staff. Dated 18th April, 1900.

The West India Regiment, To be Second Lieutenants. Dated 28th November, 1900:—

Captain Harry William Langworthy, from West of Scotland Artillery, in succession to Lieutenant M. C. L. Caulfeild-Stoker, seconded.

Lieutenant Robert Deacon de Quincy Child, from 3rd Battalion the East Surrey Regiment, in succession to Lieutenant N. E. F. Safford, promoted.

Lieutenant Alexander Cecil Adair, from 3rd Battalion the Cheshire Regiment, in succession to Lieutenant S. H. Hingley, promoted.

ROYAL SOUTHERN RESERVE REGIMENT.

Major and Honorary Lieutenant-Colonel M. B. Luby is removed from the Regiment in consequence of ill-health. Dated 28th November, 1900.

Army Service Corps, The Christian names of Second Lieutenant George Fraser MacCall are as now described, and not as stated in the Gazette of 6th November, 1900.

The Royal Army Medical Corps, Major Charles James Addison retires from the Service receiving a gratuity. Dated 28th November, 1900.

Sergeant-Major Thomas Exton to be Quartermaster, with the honorary rank of Lieutenant, to complete establishment, with precedence next below Quartermaster and Honorary Lieutenant H. W. Glover. Dated 23rd May, 1900, but not to carry pay or allowances prior to 28th November, 1900.

COLONEL LUMSDEN'S CORPS.

The appointment of Gerald Edward Thesiger, Gent., to a Lieutenancy, with the temporary rank of Lieutenant in the Army, which was notified in the Gazette of 23rd October, 1900, is cancelled at his own request.

STAFF.

Lieutenant-Colonel (temporary Colonel) C. Crutchley, now temporary Assistant Adjutant-General for Recruiting at Head-Quarters, is confirmed in that appointment from 13th January, 1900, and is granted the substantive rank of Colonel in the Army from 8th September, 1900.

Lieutenant C. G. W. Hunter, appointed a Special Service Officer on the Staff of the China Expedition, should have been described as of Royal Engineers, and not as stated in the Gazette of 2nd November, 1900.

The undermentioned temporary appointment is made:—

Major and Honorary Lieutenant-Colonel C. E. D. Telfer-Smollett, 3rd Battalion the South Staffordshire Regiment (Major Reserve of Officers), to be a Deputy-Assistant Adjutant-General, vice Captain H. C. Metcalfe, the Northamptonshire Regiment, appointed a District Inspector of Musketry. Dated 10th November, 1900.

The following appointment to the Staff made in South Africa is confirmed:—

Captain the Honourable G. A. A. Hood, Grenadier Guards, to be a Special Service Officer, graded as a Deputy-Assistant Adjutant-General. Dated 18th November, 1899.

Ordnance Factories, Captain N. Kirby, Royal Engineers, to be Second Assistant Superintendent Building Works, vice Captain E. R. B. Stokes-Roberts, Royal Engineers, who has vacated that appointment. Dated 13th November, 1900.

BREVET.

Lieutenant-Colonel Henry C. Savage, the South Staffordshire Regiment, to be Colonel. Dated 25th November, 1900.

Army Chaplains' Department, The Reverend Edward Herbert Pulling, Chaplain to the Forces Fourth Class, to be Chaplain to the Forces Third Class. Dated 27th November, 1900.

MEMORANDA.

Lieutenant-Colonel and Colonel Lord Algernon Charles Gordon-Lennox, half-pay, is placed on retired pay. Dated 1st November, 1900.

Lieutenant-Colonel A. G. Holland, on resigning his appointment in the Imperial Yeomanry, is placed on half-pay. Dated 21st October, 1900.

Captain E. K. Cordeaux, 4th Battalion the Lincolnshire Regiment, is granted the temporary rank of Lieutenant in the Army whilst serving with a Line Battalion in South Africa. Dated 1st April, 1900.

RESERVE OF OFFICERS.

The undermentioned Lieutenants resign their Commissions. Dated 28th November, 1900:—
J. F. J. Corballis.
G. Wolfe.

The undermentioned Gentlemen to be Lieutenants. Dated 28th November, 1900:—
Clement A. Cottrell-Dormer, late Captain 4th Battalion the Gloucestershire Regiment.
Frank Walter, late Lieutenant 3rd Battalion the Queen's Own (Royal West Kent Regiment).

India Office, 27th November, 1900.

THE Queen has approved of the following Promotions among the Officers of the Staff Corps and Indian Medical Service, made by the Government of India:—

No. 27251.

B

INDIAN STAFF CORPS.

Majors to be Lieutenant-Colonels.

Dated 21st September, 1900.

Stewart Douglas Gordon.
Charles Henry Westmorland.
Jenico Edward Preston, D.S.O.
Frederick Hawkins.
Henry Philip Piest.
William Spiller Birdwood.
William Simpson Marshall.
William Conrad Faithful.

Captains to be Majors.

Clarence Herbert Macdonald. Dated 1st September, 1900.

George Arthur Cookson. Dated 11th September, 1900.

Lieutenants to be Captains.

Dated 4th September, 1900.

John Rutter Carden.
Dated 11th September, 1900.
Alexander Gordon Maxwell.
Thomas Selby Tancred.
Dated 21st September, 1900.

Edward Henry Payne.
Hugh Frederick Bateman-Champain.
Harry Ashley Vane Cummins.
Reginald Edmonstone Cheyne.
Alexander Egerton Dallas.
George Arthur Campbell Taylor.
Herbert Campbell Holman.
William Frank Smith.
Wilfred Edward Young.
Charles Frederick Harold.
Frederick Welman Hawks.
Charles John Cumberlege.
Clarence Arnold Keatinge Johnson.
d'Arcy Charles Brownlow.
Edmund Emerson Bousfield.
David Coley Young.
Alexander Stanhope Cobbe.
Walter Sladen Prentis.

To be Lieutenant.

Second Lieutenant James Lushington Morant.
Dated 6th August, 1900.

INDIAN SUBORDINATE MEDICAL DEPARTMENT.

First Class Assistant-Surgeons to be Senior Assistant-Surgeons, with the honorary rank of Lieutenant.

Michael Murphy, Bengal Establishment. Dated 10th July, 1900.

Ebenezer Mahony, Madras Establishment. Dated 21st July, 1900.

The Queen has also approved of the retirement from the Service of the undermentioned Officers:—

INDIAN STAFF CORPS.

Major Reginald Williams. Dated 17th November, 1900.

Major William Gore Alban. Dated 1st November, 1900.

INDIAN MEDICAL SERVICE.

Lieutenant-Colonel Richard Careless Sanders, M.D., Bengal Establishment. Dated 13th July, 1900.

Lieutenant-Colonel Henry David Cook, Madras Establishment. Dated 20th August, 1900.

Lieutenant Ernest Le Fevre Payne, Madras Establishment, half-pay. Dated 3rd November, 1900.

The Queen has also approved of the removal from the Service of the undermentioned Officer:—

INDIAN STAFF CORPS.

Captain Francis Pierson Webber. Dated 20th November, 1900.

The following appointments have been made to the Staff in India :—

Captain G. S. Broome, Indian Staff Corps, to be a Deputy-Assistant Adjutant-General, vice Captain F. J. M. Edwards, vacated. Dated 22nd July, 1900.

Major W. F. Coleman, Suffolk Regiment, a Station Staff Officer, First Class, to be a Deputy-Assistant Adjutant-General, vice Major E. J. Sharpe, vacated. Dated 30th July, 1900.

Captain W. E. Wingfield, Royal Field Artillery, to be a Deputy-Assistant Adjutant-General Royal Artillery, vice Major J. G. Geddes, vacated on promotion. Dated 14th September, 1900.

Major E. J. Sharpe, Middlesex Regiment, to be a Station Staff Officer, First Class, vice Major Coleman. Dated 30th July, 1900.

Captain the Honourable C. B. F. Greville, 7th Hussars, Aide-de-Camp, to be Military Secretary to the Governor of Bombay, vice Major the Honourable R. Leigh, resigned. Dated 28th June, 1900.

Lieutenant M. D. Wood, West Yorkshire Regiment, to be Aide-de-Camp to the Governor of Bombay, vice Captain Greville. Dated 28th June, 1900.

Lieutenant C. J. L. Allanson, Royal Garrison Artillery, to be Aide-de-Camp to the Lieutenant-Governor of Bengal. Dated 4th April, 1900.

War Office, 27th November, 1900.

MILITIA.

ROYAL GARRISON ARTILLERY.

The Lancashire Artillery (Southern Division), Captain Samuel Bingham, from the 4th Lancashire Volunteer Artillery, to be Captain. Dated 3rd May, 1900.

The South-East of Scotland Artillery (Southern Division), Captain and Instructor of Artillery J. H. Younger resigns the appointment of Instructor of Artillery. Dated 28th November, 1900.

The West of Scotland Artillery (Southern Division), Major F. A. Walker-Jones to be Lieutenant-Colonel, and to command under paragraph 44, Militia Regulations. Dated 28th November, 1900.

INFANTRY.

3rd Battalion, the Buffs (East Kent Regiment), The names of the Gentleman whose appointment to the rank of Second Lieutenant was announced in the London Gazette of the 20th November, 1900, are *Robert Charles Sydney French Blake*, and not as therein stated.

Walter Neave Wells, Gent., to be Second Lieutenant. Dated 19th November, 1900.

5th Battalion, the Northumberland Fusiliers, William Eugene Melles, Gent., to be Second Lieutenant. Dated 12th November, 1900.

3rd Battalion, the Lincolnshire Regiment, The undermentioned Second Lieutenants to be Lieutenants :—

L. R. Goulton Constable. Dated 14th November, 1900.

F. Bellwood. Dated 14th November, 1900.

G. C. Wray. Dated 14th November, 1900.

A. K. M. C. W. Savory. Dated 14th November, 1900.

5th Battalion, the Royal Irish Regiment, Henry John Joseph Patrick O'Connell, Gent., to be Second Lieutenant. Dated 21st November, 1900.

3rd Battalion, the Princess of Wales's Own (Yorkshire Regiment), Second Lieutenant Raymond Mitchell St. John Booth, from the 1st Volunteer Battalion, to be Second Lieutenant. Dated 15th November, 1900.

5th Battalion, the Lancashire Fusiliers, Aubrey Bonville Daniel Moore, Gent., to be Second Lieutenant. Dated 28th November, 1900.

3rd Battalion, the Royal Welsh Fusiliers, Lieutenant G. F. E. Cotton is seconded for service with the Remount Department. Dated 2nd November, 1900.

4th Battalion, the South Wales Borderers, Captain H. S. S. Harden is removed from the Militia, Her Majesty having no further occasion for his services. Dated 28th November, 1900.

4th Battalion, the Gloucestershire Regiment, Francis Collier Ingham, Gent., to be Second Lieutenant. Dated 13th November, 1900.

4th Battalion, the East Surrey Regiment, The undermentioned Second Lieutenants to be Lieutenants :—

T. H. S. Riddell. Dated 15th November, 1900.

S. J. G. Beaumont. Dated 15th November, 1900.

W. F. O. Faviell. Dated 15th November, 1900.

G. S. Briscoe. Dated 15th November, 1900.

P. C. Wynter. Dated 15th November, 1900.

3rd Battalion, the Duke of Wellington's (West Riding Regiment), Marcus Francis Henry Dunhill, Gent., to be Second Lieutenant. Dated 16th November, 1900.

3rd Battalion, the Dorsetshire Regiment, The undermentioned Second Lieutenants to be Lieutenants :—

H. L. Ovans. Dated 14th November, 1900.

D. C. Wilson. Dated 14th November, 1900.

4th Battalion, the Sherwood Foresters (Derbyshire Regiment), Walter Beauchamp Lang, Gent., to be Second Lieutenant. Dated 14th November, 1900.

5th Battalion, the Duke of Cambridge's Own (Middlesex Regiment), Major E. M. Griffin is seconded for service with the Remount Department. Dated 13th November, 1900.

5th Battalion, the King's Royal Rifle Corps, Lieutenant T. C. L. Powys-Keck resigns his Commission on account of ill-health. Dated 28th November, 1900.

3rd Battalion, Princess Louise's (Argyll and Sutherland Highlanders), Second Lieutenant C. P. Harrison to be Lieutenant, and to remain seconded. Dated 19th November, 1900.

The undermentioned Second Lieutenants to be Lieutenants :—

R. M. Ker. Dated 19th November, 1900.

Lord G. H. L. Dundas. Dated 19th November, 1900.

5th Battalion, the Royal Dublin Fusiliers, The undermentioned Second Lieutenants to be Lieutenants :—

J. L. Weston. Dated 30th October, 1900.

F. H. Kunhardt. Dated 30th October, 1900.

G. B. C. Irvine. Dated 30th October, 1900.

R. H. St. C. C. Robinson. Dated 30th October, 1900.

YEOMANRY CAVALRY.

West Kent (Queen's Own), Captain S. Walter resigns his Commission. Dated 28th November, 1900.

Lieutenant John Bazley White, jun., from the 3rd Battalion the Queen's Own (Royal West Kent Regiment), to be Second Lieutenant (Supernumerary). Dated 28th November, 1900.

Lanarkshire, Lieutenant-Colonel J. Addie is granted the honorary rank of Colonel. Dated 28th November, 1900.

Nottinghamshire (Southern Nottinghamshire), Captain C. A. A. V. de V., Duke of St. Albans, resigns his Commission. Dated 28th November, 1900.

Captain and Honorary Major F. A. Smith to be Major. Dated 28th November, 1900.

The undermentioned Second Lieutenants to be Lieutenants:—

M. Boyle. Dated 28th November, 1900.

P. R. Bruce. Dated 28th November, 1900.

A. B. Bayley-Worthington. Dated 28th November, 1900.

VOLUNTEER CORPS.

ARTILLERY.

1st Cumberland, Captain W. Dickinson resigns his Commission. Dated 28th November, 1900.

1st Dorsetshire (Southern Division, Royal Garrison Artillery), Colonel Edward Henry Trafalgar, Lord Digby, late Coldstream Guards, is appointed to the Honorary Colonelcy of the Corps. Dated 28th November, 1900.

1st Forfarshire, The undermentioned Officers resign their Commissions:—

Captain W. Low. Dated 28th November, 1900.

Lieutenant W. S. Sandeman. Dated 28th November, 1900.

1st Lanarkshire, The undermentioned Gentlemen to be Second Lieutenants:—

Robert Forfar Wright. Dated 28th November, 1900.

Farquhar Gray Tinn. Dated 28th November, 1900.

1st Lincolnshire (Western Division, Royal Garrison Artillery), Surgeon-Captain T. W. J. Allen, M.D., resigns his Commission. Dated 28th November, 1900.

2nd Middlesex, Lieutenant C. Daubney resigns his Commission. Dated 28th November, 1900.

1st Monmouthshire, Captain J. C. Davies resigns his Commission. Dated 28th November, 1900. George Purdon Geen, Gent., to be Second Lieutenant. Dated 28th November, 1900.

1st Newcastle-on-Tyne (Western Division, Royal Garrison Artillery), The undermentioned Gentlemen to be Second Lieutenants (Supernumerary):—

John James Mein. Dated 28th November, 1900.

George Edgar Simpson. Dated 28th November, 1900.

1st Suffolk and Harwich, James Sydney Parmenter, Gent., to be Second Lieutenant. Dated 28th November, 1900.

2nd East Riding of Yorkshire (Western Division, Royal Garrison Artillery), The undermentioned Captains are granted the honorary rank of Major:—

C. H. Milburn. Dated 28th November, 1900.

J. Wright Mason. Dated 28th November, 1900.

C. E. Gresham. Dated 28th November, 1900.

ROYAL ENGINEERS (VOLUNTEERS).

1st Devonshire and Somersetshire, Arthur Conrad Reed, Gent., to be Second Lieutenant. Dated 28th November, 1900.

1st Lancashire, Second Lieutenant H. R. Armstrong to be Lieutenant. Dated 28th November, 1900.

"*East London*" (*Tower Hamlets*), John Davidson Milne, Gent., to be Second Lieutenant. Dated 28th November, 1900.

1st Sussex, The Reverend C. M. Gale to be Acting Chaplain. Dated 28th November, 1900.

THE ENGINEER AND RAILWAY VOLUNTEER STAFF CORPS.

Henry Charles Baggallay, Esq., M.Inst.C.E., late Indian Volunteers, to be Lieutenant-Colonel. Dated 28th November, 1900.

RIFLE.

Carlet Corps (Cranleigh School), attached to *2nd Volunteer Battalion, the Queen's (Royal West Surrey Regiment)*, Matthew Henry Pugh, Esq., to be Captain. Dated 28th November, 1900.

3rd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Supernumerary Captain W. H. Brailey to be Captain on the Establishment. Dated 28th November, 1900.

2nd Volunteer Battalion, the King's Own (Royal Lancaster Regiment), John Henry Bates, Gent., to be Second Lieutenant. Dated 28th November, 1900.

The Reverend W. Bonsey, M.A., to be Acting Chaplain. Dated 28th November, 1900.

3rd Volunteer Battalion, the Northumberland Fusiliers, The undermentioned Second Lieutenants to be Lieutenants:—

B. G. Bryant. Dated 28th November, 1900.

J. L. Lovibond. Dated 28th November, 1900.

J. W. Morrison. Dated 28th November, 1900.

P. N. B. Haggie. Dated 28th November, 1900.

H. O. Roberts. Dated 28th November, 1900.

F. C. Garrett. Dated 28th November, 1900.

R. P. R. Lyle. Dated 28th November, 1900.

2nd Volunteer Battalion, the Royal Warwickshire Regiment, Captain A. Welch, from *1st Volunteer Battalion, the Leicestershire Regiment*, to be Captain. Dated 28th November, 1900.

The undermentioned Second Lieutenants to be Lieutenants:—

C. W. Little. Dated 28th November, 1900.

O. K. Winterton. Dated 28th November, 1900.

E. M. Jones. Dated 28th November, 1900.

J. M. Knox. Dated 28th November, 1900.

P. J. Locke. Dated 28th November, 1900.

1st Volunteer Battalion, the King's (Liverpool Regiment), Lieutenant J. L. Mackenzie to be Instructor of Musketry. Dated 3rd November, 1900.

3rd Volunteer Battalion, the King's (Liverpool Regiment), The undermentioned Gentlemen to be Second Lieutenants:—

Albert Bruce Anderson. Dated 28th November, 1900.

Arthur Campbell. Dated 28th November, 1900.

Ernest Philip Addison Bower. Dated 28th November, 1900.

Nicholas Papayanni. Dated 28th November, 1900.

- Percy John Solomon Overton. Dated 28th November, 1900.
- 1st *Cadet Battalion, the King's (Liverpool Regiment)*, W. J. P. Lawless, Gent., to be Honorary Second Lieutenant. Dated 28th November, 1900.
- 4th *Volunteer Battalion, the Devonshire Regiment*, The undermentioned Gentlemen to be Second Lieutenants (Supernumerary):—
James Henry Norman. Dated 28th November, 1900.
Arthur Gerard Gurney. Dated 28th November, 1900.
- 1st *Volunteer Battalion, the Suffolk Regiment*, Captain A. E. Smith resigns his Commission. Dated 28th November, 1900.
- 3rd (*Cambridgeshire*) *Volunteer Battalion, the Suffolk Regiment*, Captain F. Grounds resigns his Commission. Dated 28th November, 1900.
- 4th (*Cambridge University*) *Volunteer Battalion, the Suffolk Regiment*, The undermentioned Officers resign their Commissions:—
Captain F. H. A. Gray. Dated 28th November, 1900.
Lieutenant T. W. Clayton. Dated 28th November, 1900.
- The undermentioned Officers to be Captains:—
Lieutenant H. Brown. Dated 28th November, 1900.
Second Lieutenant K. C. Browning. Dated 28th November, 1900.
- The undermentioned Second Lieutenants to be Lieutenants:—
J. C. Thompson. Dated 28th November, 1900.
E. F. Watermeyer. Dated 28th November, 1900.
W. A. Smith. Dated 28th November, 1900.
- 1st *Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry)*, Second Lieutenant P. Kitchin resigns his Commission. Dated 28th November, 1900.
- 3rd *Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry)*, Lieutenant R. B. Graves-Knyfton to be Instructor of Musketry. Dated 28th November, 1900.
- 1st *Volunteer Battalion, the Prince of Wales's Own (West Yorkshire Regiment)*, Captain J. C. R. Husband is granted the honorary rank of Major. Dated 28th November, 1900.
- 2nd *Volunteer Battalion, the East Yorkshire Regiment*, Second Lieutenant W. Green to be Lieutenant. Dated 28th November, 1900.
- Cadet Corps attached to 2nd (Hertfordshire) Volunteer Battalion, the Bedfordshire Regiment*, Honorary Captain James Parsons to be Captain. Dated 1st July, 1900.
George Hood Gowing, Gent., to be Lieutenant. Dated 15th November, 1900.
- 1st *Volunteer Battalion, the Lancashire Fusiliers*, Captain and Honorary Major H. O. Hutchinson resigns his Commission, with permission to retain his rank, and to wear the uniform of the Battalion on retirement. Dated 28th November, 1900.
Lieutenant J. Whitehead to be Instructor of Musketry. Dated 8th November, 1900.
- 3rd *Volunteer Battalion, the Lancashire Fusiliers*, Captain L. W. H. Zimmermann resigns his Commission. Dated 28th November, 1900.
Captain D. T. Seckham, Lancashire Fusiliers, to be Adjutant on increase of establishment. Dated 15th November, 1900.
- 1st *Volunteer Battalion, the Royal Welsh Fusiliers*, Alban William Llewellyn Butler, Gent., to be Second Lieutenant. Dated 28th November, 1900.
- 1st *Lanarkshire*, Lieutenant W. M. Sime resigns his Commission. Dated 28th November, 1900.
- Cadet Corps (Bristol Grammar School) attached to 1st Volunteer Battalion, the Gloucestershire Regiment*, James George Holmes, Esq., to be Captain. Dated 28th November, 1900.
- 3rd *Volunteer Battalion, the East Surrey Regiment*, Captain P. C. Bates resigns his Commission. Dated 28th November, 1900.
- The undermentioned Lieutenants to be Captains:—
W. Clemence. Dated 28th November, 1900.
A. P. Drayson. Dated 28th November, 1900.
- Cadet Corps (Richmond County School) attached to 3rd Volunteer Battalion, the East Surrey Regiment*, Honorary Captain Alfred Ernest Buckhurst to be Captain. Dated 11th July, 1900.
- 1st *Volunteer Battalion, the Duke of Wellington's (West Riding Regiment)*, Captain J. B. Howard to be Instructor of Musketry. Dated 28th November, 1900.
Second Lieutenant W. A. Laxton to be Lieutenant. Dated 28th November, 1900.
- The undermentioned Gentlemen to be Second Lieutenants:—
Robert Holdsworth Goldthorp. Dated 28th November, 1900.
William Birkhead Birkby Yates. Dated 28th November, 1900.
- 1st (*Cumberland*) *Volunteer Battalion, the Border Regiment*, Captain F. W. Halton to be Instructor of Musketry. Dated 14th November, 1900.
- Cadet Corps (Brighton College) attached to 1st Volunteer Battalion, the Royal Sussex Regiment*, Herbert Summersell Davis, Gent., to be Lieutenant. Dated 28th November, 1900.
- 4th *Volunteer Battalion, the Hampshire Regiment*, Captain B. H. Boucher, Hampshire Regiment, to be Adjutant, vice Major E. S. Crofts, whose period of service has expired. Dated 12th November, 1900.
- 3rd *Volunteer Battalion, the South Staffordshire Regiment*, Captain W. H. Haden to be Instructor of Musketry. Dated 1st November, 1900.
- Cadet Corps (Sherborne School) attached to 1st Volunteer Battalion, the Dorsetshire Regiment*, Honorary Captain William Beauchamp Wildman to be Captain. Dated 1st July, 1900.
Henry Dunkin, Gent., to be Lieutenant. Dated 28th November, 1900.
Godfrey Mohun Carey, Gent., to be Second Lieutenant. Dated 28th November, 1900.
- 1st (*Pembrokeshire*) *Volunteer Battalion, the Welsh Regiment*, The undermentioned Gentlemen to be Second Lieutenants:—
Joshua Lloyd. Dated 28th November, 1900.
Arthur Stanley Richards. Dated 28th November, 1900.
John Richard Evans, Gent., to be Surgeon-Lieutenant. Dated 28th November, 1900.
- 3rd *Volunteer Battalion, the Welsh Regiment*, Lieutenant J. Evans resigns his Commission. Dated 28th November, 1900.
- 6th (*Fifeshire*) *Volunteer Battalion, the Black Watch (Royal Highlanders)*, Alexander Marshall Stewart, Gent., to be Second Lieutenant (Extra Supernumerary). Dated 28th November, 1900.

1st (Oxford University) Volunteer Battalion, the Oxfordshire Light Infantry, The undermentioned Gentlemen to be Second Lieutenants (Extra Supernumerary):—

Charles Hext Cotesworth. Dated 28th November, 1900.

Arthur Moubray St. Crispin Allfrey. Dated 28th November, 1900.

1st Volunteer Battalion, the Loyal North Lancashire Regiment, The undermentioned Lieutenants to be Captains, and to remain Supernumerary:—

E. Stowell. Dated 28th November, 1900.

F. W. Foley. Dated 28th November, 1900.

Lieutenant W. Dryden to be Captain. Dated 28th November, 1900.

1st Volunteer Battalion, the Northamptonshire Regiment, The undermentioned Gentlemen to be Second Lieutenants:—

William Duley. Dated 28th November, 1900.

Albert Cecil Henson. Dated 28th November, 1900.

17th (North) Middlesex, Lieutenant F. J. W. A. Wint to be Captain. Dated 28th November, 1900.

2nd (South) Middlesex, Henry Hugh Comyn, Gent., to be Second Lieutenant (Supernumerary).

Cadet Corps attached to the 13th Middlesex (Queen's Westminster), The Reverend Henry Blashell Foster to be Captain. Dated 28th November, 1900.

2nd London, Arthur Joseph Genese, Gent., to be Second Lieutenant. Dated 28th November, 1900.

2nd Volunteer Battalion, the Duke of Edinburgh's (Wiltshire Regiment), Lieutenant G. W. Bartholomew resigns his Commission. Dated 28th November, 1900.

7th Middlesex (London Scottish), John Raymond Divino, Gent., to be Second Lieutenant (Extra Supernumerary). Dated 28th November, 1900.

14th Middlesex (Inns of Court), Arthur Maitland Ware, M.B., to be Surgeon-Lieutenant. Dated 28th November, 1900.

15th Middlesex (the Customs and the Docks), Captain and honorary Major W. J. Hornblower resigns his Commission, with permission to retain his rank, and to wear the uniform of the Corps on retirement. Dated 28th November, 1900.

16th Middlesex (London Irish), Lieutenant H. F. A. Roche to be Instructor of Musketry. Dated 28th November, 1900.

Second Lieutenant E. C. R. Armstrong resigns his Commission. Dated 28th November, 1900.

20th Middlesex (Artists'), Charles Francis Hill Greenwood, Gent., to be Second Lieutenant (Supernumerary). Dated 28th November, 1900.

24th Middlesex, Second Lieutenant C. E. E. Labouchere resigns his Commission. Dated 28th November, 1900.

1st Tower Hamlets, The undermentioned Gentlemen to be Second Lieutenants (Supernumerary):—

Norman Duncan-Teape. Dated 28th November, 1900.

Robert Evan Jones. Dated 28th November, 1900.

Commission signed by the Lord Lieutenant of the County of Berks.

Frank Walters Bond, Esq., J.P., to be Deputy Lieutenant.

Commission signed by the Lord Lieutenant of the City and County of the City of Edinburgh, and Liberties thereof.

Sir Mitchell Mitchell-Thomson, Bart., to be Deputy Lieutenant. Dated 21st November, 1900.

FOREIGN AND COLONIAL POST.

THE TRANSVAAL AND ORANGE RIVER COLONY.

IN pursuance of the Rules Publication Act, 1893, Her Majesty's Postmaster-General hereby gives notice that a Warrant, dated the 21st day of November, 1900, has been made, on his representation by the Commissioners of Her Majesty's Treasury, in pursuance of the Post Office Acts, ordering, directing, and declaring that, on and from the 1st day of December, 1900, the Foreign and Colonial Post Warrant, 1898, should apply to letters to and from the districts known as the Transvaal and the Orange River Colony as if those districts were respectively specified in the second Schedule to the said Warrant.

And the Postmaster-General further gives notice that copies of the said Warrant may be purchased, either directly or through any bookseller, from Eyre and Spottiswoode, East Harding-street, Fleet-street, E.C.; or John Menzies and Co., 12, Hanover-street, Edinburgh, and 90, West Nile-street, Glasgow; or Hodges, Figgis, and Co. Limited, 104, Grafton-street, Dublin.

Dated this 24th day of November, 1900.

EXCHEQUER BONDS,

Per Act 63 and 64 Vict. c. 61,

Bearing Interest at £3 per Cent. per Annum, payable Quarterly.

Issue of £3,000,000, in amounts of £100, £200, £500, £1,000, £5,000, and £10,000, repayable at par on 7th December, 1905.

THE Governor and Company of the Bank of England are authorized by the Lords Commissioners of Her Majesty's Treasury to receive tenders for Exchequer Bonds, as above, to be created under Act 63 and 64 Vict. c. 61.

The Bonds will be for five years, and will be dated the 7th December, 1900.

Interest at £3 per Cent. per annum will be paid by Coupon, the first Coupon being payable on the 7th March, 1901.

Tenders may be for the whole, or any part, of the issue, in multiples of £100, and must be delivered at the Chief Cashier's Office, Bank of England, before two o'clock on Friday, the 30th November, 1900. Every tender must state what amount of money will be given for every £100 of bonds, and must be at a price which is a multiple of sixpence.

In the event of the receipt of tenders for a larger amount of bonds than that to be issued, the tenders at the lowest price accepted will be subject to a pro rata diminution.

Payment in full of allotments must be made on Friday, the 7th December, 1900.

Notice will be given in the public press when the Bonds are ready.

Tenders must be on printed forms, which may be obtained at the Bank of England, and the

Bank of Ireland; or of Messrs. Mullens, Marshall, and Co., 4, Lombard-street, London, E.C.

The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any tenders.

Bank of England, 23rd November, 1900.

WILD BIRD (ENGLAND).

The Wild Birds Protection (County of Surrey) Order, 1900.

Dated 27th November, 1900.

IN pursuance of the powers conferred on me by the Wild Birds Protection Acts, 1880 to 1896, and upon application by the County Council of the Administrative County of Surrey, I hereby make the following Order:—

Title.

I. This Order may be cited as "The Wild Birds Protection (County of Surrey) Order, 1900."

BIRDS.

Close Time extended.

II. The time during which the killing or taking of Wild Birds is prohibited by the Act of 1880, shall be extended throughout the County of Surrey so as to be from the 1st day of February to the 31st day of August in each year, both days inclusive.

Additions to the Schedule of the Act of 1880.

III. The Wild Birds Protection Act, 1880, shall apply within so much of the County of Surrey as is within the Metropolitan Police District to the following species of Wild Birds in the same manner as if those species were included in the schedule to the Act:—

Shrike, Martins (2), Hobby, Magpie, Kestrel, Swift, Buzzard, Wryneck, Bearded Tit, Honey Buzzard, Swallow, Merlin, Osprey.

All Birds protected on Sundays in certain Parishes.

IV. During the period from the 1st day of September in any year to the 31st day of January following, both days inclusive, the killing or taking of Wild Birds on Sundays is prohibited throughout the County of Surrey, except in the undermentioned parishes:—

Bookham Little, Buckland, Burstow, Chessington, Chobham, Cobham, Elstead, Farnham, Puttenham, Reigate, Stoke - next - Guildford, Wallington, and Walton-on-Thames.

EGGS.

Certain Eggs protected in that part of the County within the Metropolitan Police District.

V. The taking or destroying of the Eggs of the following species of Wild Birds is prohibited throughout so much of the County of Surrey as is within the Metropolitan Police District:—

Nightingale, Goldfinch, Lark, Nightjar, Woodpecker, Kingfisher, Cuckoo, Owl (all species), Shrike, Kestrel, Wryneck, Swallow, Martins (2), Swift, Bearded Tit, Merlin, Hobby, Buzzard, Honey Buzzard, Osprey, Magpie, Wheatear, Stonechat, Whinchat, Redstart, Flycatchers (2), Sedge Warbler, Reed Warbler, Blackcap, Garden Warbler, Wood Warbler, Willow Warbler, Chiff Chaff, Whitethroat, Lesser Whitethroat, Long-tailed Tit, Nuthatch, Wren, Golden Crested Wren, Wagtails (4), Hawfinch, Linnet, Buntings (3), Starling, Landrail or Corncrake, Coot.

Repeal of former Order.

VI. The Order of the 7th March, 1896, is hereby repealed.

Given under my hand at Whitehall, this 27th day of November, 1900.

Chas. T. Ritchie,
One of Her Majesty's Principal Secretaries of State.

Factory Department, Home Office,

November 15, 1900.

THE Chief Inspector of Factories gives notice that, in consequence of the death of Dr. J. Hawthorne, an appointment as Certifying Surgeon, under the Factory Acts, at Banbridge, in the county of Down, is vacant.

Factory Department, Home Office,

November 22, 1900.

THE Chief Inspector of Factories gives notice that, in consequence of the retirement of Dr. J. D. Rawlings, an appointment as Certifying Surgeon, under the Factory Acts, at Dorking, in the county of Surrey, will be vacant from 1st January, 1901.

Factory Department, Home Office,

November 22, 1900.

THE Chief Inspector of Factories gives notice that, in consequence of the resignation of Dr. E. G. Smith, an appointment as Certifying Surgeon, under the Factory Acts, at Walton-on-the-Naze, in the county of Essex, is vacant.

Factory Department, Home Office,

November 24, 1900.

THE Chief Inspector of Factories has appointed Dr. W. R. Smith to be Certifying Surgeon, under the Factory Acts, for the Beeston District in the county of Nottingham.

Factory Department, Home Office,

November 26, 1900.

THE Chief Inspector of Factories gives notice that, in consequence of the resignation of Dr. Pryce Morris, an appointment as Certifying Surgeon, under the Factory Acts, at Halesworth, in the county of Suffolk, is vacant.

LIGHT RAILWAYS ACT, 1896.

BRACKENHILL LIGHT RAILWAY ORDER.

THE Light Railway Commissioners have submitted to the Board of Trade, for confirmation under the above-mentioned Act, an Order made by them for the construction of Light Railways in the parishes of Hemsworth, Ackworth, and Badsworth, in the West Riding of the county of York.

Any objections to the confirmation of the Order should be addressed to the Assistant-Secretary (Railway Department), Board of Trade, Whitehall Gardens, London, S.W., and must be lodged with the Board on or before the 17th December, 1900.

Copies of such objections should at the same time be sent to one of the Promoters' Agents named below.

Copies of the Order as submitted for confirmation may be obtained, on payment of not exceeding one shilling per copy, from Messrs. Day and Yewdall, Solicitors, Leeds, and Messrs. Rees and Frere, 5, Victoria-street, Westminster, S.W.

Board of Trade, 7, Whitehall Gardens,
London, November 23, 1900.

SHORES OR BANKS OF THE SEA AT TRAMORE, CO. WATERFORD.

REMOVAL OF MATERIALS PROHIBITED.

WHEREAS the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port

of Waterford to prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea between the western end of the tow of Tramore and the eastern extremity of Tramore Burrow, being within the said port.

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shores or banks of the sea between the points above mentioned.

Courtenay Boyle,

Secretary to the Board of Trade.

Dated the 26th day of November, 1900.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable on conviction to a penalty not exceeding £10.

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 26TH NOVEMBER 1900.)

(SWINE-FEVER INFECTED AREA.)

THE Board of Agriculture, by virtue and in exercise of the powers in them vested under the Diseases of Animals Acts, 1894 and 1896, and of every other power enabling them in this behalf, do order, and it is hereby ordered, as follows :

1. The Area described in the Schedule to this Order shall from and after the commencement of this Order cease to be a Swine-Fever Infected Area and no part thereof shall be subject to the provisions of the Swine-Fever (Movement) Order of 1898.

2. This Order shall come into operation on the twenty-ninth day of November, one thousand nine hundred.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this twenty-sixth day of November, one thousand nine hundred.



T. H. Elliott,
Secretary.

SCHEDULE.

Swine-Fever Infected Area freed by this Order.

An Area comprising the petty sessional divisions of Wigan (except the parish of Haigh), Leigh, Warrington, St. Helens, Childwall, Prescott, Kirkdale (except the parish of Garston), Ormskirk, Southport, Kirkham, and Amonderness, and the parishes of Inskip with Sowerby, Myerscough, and Bilsborrow, in the administrative county of Lancaster; and also comprising the boroughs of Wigan, Leigh, Warrington, Widnes, St. Helens, Southport, Blackpool, and Preston.

Copies of the above Order can be obtained on application to the Secretary, Board of Agriculture, 4, Whitehall Place, London, S.W.

THE DISEASES OF ANIMALS ACTS, 1894 AND 1896.

BOARD OF AGRICULTURE.

NOTICE is hereby given that the Board have made an Order of this date relating to a dog landed at the port of London, on or about the 20th September last, and believed to belong to Mrs. Durrant.

Copies of the Order may be obtained at 4, Whitehall-place, London, S.W.

Board of Agriculture, 24th November, 1900.

THE DISEASES OF ANIMALS ACTS, 1894 AND 1896.

BOARD OF AGRICULTURE.

NOTICE is hereby given that the Board have made an Order of this date revoking their Order of the 19th September last, relating to a dog believed to belong to Alfred Edward Taylor, of 7, Hoe Park-terrace, Plymouth.

Copies of the Order may be obtained at 4, Whitehall-place, London, S.W.

Board of Agriculture, 24th November, 1900.

Civil Service Commission, November 27, 1900.

THE Civil Service Commissioners hereby give notice, that an Open Competitive Examination for not fewer than ten situations as Assistant-Surveyor of Taxes in the Inland Revenue Department will be held in London, Edinburgh, and Dublin, commencing on the 29th January, 1901, under the Special Regulations dated 14th December, 1894, and published in the London Gazette of the same date.

No person will be admitted to Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 10th January 1901, an application in the Candidate's own handwriting, on a prescribed form, which may be obtained from the Secretary at once.

Civil Service Commission, November 27, 1900.

THE following Candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names:—

November 22, 1900.

AFTER OPEN COMPETITION.

Second Division: Clerks, Ernest John Illsley Bradford, Archibald William Scott Cowan, Bernard Stephen William Merefield, Arthur Wolseley O'Riordan, John Robertson, Richard Frederick Russell, Cornelius Sexton, Wilfrid Prowse Shipway.

Post Office: Male Sorters, London, Cecil Henry Harrison, George Thomas Penny.

Male Learners, William Davies (Liverpool), James Henry Schofield (Manchester).

AFTER LIMITED COMPETITION.

Post Office: Male Sorter in the Circulation Department, Horatio Charles Applegate.

Male Learner, Dublin, William Coleman.

WITHOUT COMPETITION.

Board of Trade: Boy Clerk in the Mercantile Marine Office at Aberdeen, James Tough Abel.

Inland Revenue: Messengers, Harvey Collis, Frederick Horwill.

Prisons Department, England: Subordinate Officer, Division I, Alfred Bottle.

Post Office: Postman, London, Edgar William Stewart.

Learners, Ernest Frank Bowskill (Ludlow), George William Child (Oldham), Florence Emily Clarke (Oxford), Alfred Edwards (Wells, Somerset), Clara Hazard (Lincoln), Edward Jones (Machynlleth), Donald MacKercher (Oban), Basil Graham Taunton (Christchurch), Howard White (St. Ives, Cornwall), Lillian Whittingham (Stoke-on-Trent), Ernest James Wilson (Peterborough).

Postmen, George Samuel Heywood (Derby), George Imray Sutherland (Aberdeen).

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870, AND UNDER CLAUSE 15 OF THE ORDER IN COUNCIL OF 29TH NOVEMBER, 1898.

Second Division: Clerk, James William Alfred Dixon.

November 23, 1900.

AFTER OPEN COMPETITION.

Second Division: Clerks, Percy Joseph Bell, William Boddington, Arthur Reginald Hyde, Reginald Duncan King, Mark Frank Levey, William Ewart Gladstone McKenzie, Evelyn Augustus Kew Meade, Frank Moore, Louis Pheasey, Geoffrey William Pocock, Charles William Ralph, Athelstane Ridgway, Ernest Francis Saxton, Albert Sellers, Frederick Slattery, Frederick Henry Taylor, Joseph Alexander White.

Post Office: Male Sorters, London, Patrick MacDonald, Herbert Thomas Martin.

Male Learners, Bernard McAteer (Dublin), Donald Bethune Mackenzie (Glasgow), Albert Emmanuel Nicholls, otherwise Albert Emmanuel Windle (Birmingham).

AFTER LIMITED COMPETITION.

Post Office: Male Sorters in the Circulation Department, William Bernard Valentine Denny, Thomas Holmes, William James Sullivan.

WITHOUT COMPETITION.

Census Office, Ireland: Temporary Clerk, Sarah Elizabeth Blackburn.

War Office: Female Typist, Gertrude Murray.

Post Office: Postman, London, Charles Frederick Lester.

Temporary Assistant Postman, London, Ernest Edwin Cowley.

Learners, Frank Atherton (Warrington), Mildred Mabel Capon (Newcastle, Staffordshire), William Carruthers (Carnforth), Bertram Chugg Cornish (Tiverton), Adaline Fielding (Bolton), Joseph Henry Goodwin (Rugby), Susan Hanly (Naas), Peter Joseph Lyons (Claremorris).

Postmen, Frederick Alexander Bannerman (Southend-on-Sea), Francis Robert Coward (Bristol), Robert Crossan (Glasgow), Patrick Goane (Enniskillen), George Edward Hardern (Crewe), John Patrick Henry (Gosport), Stanley Heath Jones (Bath), John Edward Kelly (Rathdrum), James Levack (Dunbar), Herbert Arthur William Loker (Southend-on-Sea), William Meyrick (Port Talbot), John Barlow Page (Hungerford), William Pitcher (Moreton-in-Marsh), Dann Jim Rowland (Boston), Charles Rutherford (Newcastle-on-Tyne), William Todman (East Grinstead), William Walker (Loughbrea), William Henry Whiteside (Lytham), Alfred Williams (Stafford).

Temporary Assistant Postmen, Glasgow, James Boyle, William Coburn, David Cuthill, John Liddell, Charles McDonald, John Macdougall, Andrew Wilson.

Temporary Assistant Postmen, Samuel Arthur Allard (Dudley), Thomas William Ball (Stafford), Joseph Gaitskell (Whitehaven), Albert Edward Glithero (Coventry), John Thomas Sanders (Plymouth).

November 24, 1900.

AFTER OPEN COMPETITION.

Second Division: Clerks, James Amos, Edgar Halsey Bourne, Ernest Carlile Capleton, Stanley Crowther, Charles Connolly Gallagher, Henry Roland Godfrey, Ralph Bennett Green, Joseph Rogerson, Henry Francis Rogers, Arthur

Edward Rowlands, Frederick William Sharpe, John Shatwell, Percival William Baker Thomas, William Paxton-Thompson, Sydney Herbert Wadsworth, Percy Williams.

War Office: Assistant Clerk (Abstractor), William Burke.

AFTER LIMITED COMPETITION.

Post Office: Male Sorter in the Circulation Department, Charles William Macdonald.

WITHOUT COMPETITION.

Admiralty: Chatham Dockyard, Skilled Labourer, Thomas Wade.

War Office: Female Typist, Constance Browning.

Post Office: Skilled Lineman, John Thomas Harrison.

Porter, London, Henry Albert Barber.

Postmen, Fred Clare (Nottingham), James Waggitt Harrison (Manchester), William George Lindsey (Southend-on-Sea).

NOTICES TO MARINERS.

(Nos. 788 to 795 of the year 1900.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 788. — FRANCE.

Gironde River Entrance—Experimental Gas Buoy Withdrawn.

WITH reference to Notice to Mariners No. 652 of 1898:—

The French Government has given further notice, dated 30th October, 1900, that the gas buoy, painted red and showing a white light, moored experimentally in lat. 45° 42' 20" N., long. 1° 21' 15" W., on the southern limit (S. 64° E.) of the sector of white fixed light shown from Coubre Point Auxiliary Light, Passe Nord, Gironde River, has been withdrawn.

[Variation 15° Westerly in 1900.]

This Notice affects the following Admiralty Chart:—Entrance to Gironde River, No. 2910. Also, Sailing Directions for West Coasts of France, &c., 1900, page 232.

No. 789.—WHITE SEA—GULF OF ONEGA APPROACH.

Samba Island—Shoal Reported South-Westward of.

INFORMATION has been received through the Board of Trade that the Master of the steamship "Queenswood" reports that, on 18th September, 1900, his vessel, drawing 16 feet, struck on a rock, in daylight and fine clear weather, about 1½ miles south-westward of Samba Island, in lat. 65° 37' N., long. 35° 12' E. A rock with less than 6 feet has been placed on the Chart in this position.

This Notice affects the following Admiralty Charts:—White Sea, Nos. 2278, 2276. Also, Arctic Pilot, Vol. I, 1898, page 262.

No. 790.—CHINA SEA—TONG KING GULF.

Hai-fong Approach—Alteration in Light.

WITH reference to Notice to Mariners No. 190 of 1900:—

The French Government has given further notice, dated 31st October, 1900, that the light exhibited from the beacon situated about 3 $\frac{3}{10}$ miles N. 15° W. from Do Son Point, Kua Kam, has been replaced by a white fixed dioptric light of 6th order, elevated 30 feet above high water, and visible from the bearing of N. 48° W., through north and east, to S. 12° W.; it is shown from a pile structure painted red, surmounted by a pole.

Approximate position, lat. $20^{\circ} 46\frac{1}{2}'$ N., long. $106^{\circ} 46\frac{1}{2}'$ E.

[Variation 2° Easterly in 1900.]

This Notice affects the following Admiralty Chart:—Approaches to Haifong, No. 775. Also, List of Lights, Part VI, 1900, No. 682; and China Sea Directory, Vol. II, 1899, page 441.

No. 791.—UNITED STATES—NEW YORK.
New York Lower Bay—Experimental Light and Bell Buoy Established.

THE United States Government has given notice, dated 1st October, 1900, that a light and bell buoy has been moored experimentally in a depth of 18 feet in New York Lower Bay, with Romer Shoal Lighthouse bearing N. 22° E., distant about $1\frac{1}{2}$ cables, and Old Orchard Shoal Lighthouse N. 80° W. It exhibits a white fixed light, and the bell sounds once (a single stroke) every twenty seconds.

Approximate position, lat. $40^{\circ} 31'$ N., long. $74^{\circ} 1'$ W.

[Variation 8° Westerly in 1900.]

This Notice temporarily affects the following Admiralty Chart:—Approaches to New York, No. 2491. Also, Sailing Directions for the East Coasts of the United States, 1898, page 502.

No. 792.—FRANCE—SOUTH COAST.

Grau du Roustan—Shoal Water in Approach.

THE French Government has given notice, dated 29th October, 1900, that the water in the approach to Grau du Roustan has shoaled, depths of 3 and 5 feet having been found respectively inside and outside the 3-fathom line; and also, that a shoal, with a depth of 2 fathoms over it, is situated in lat. $43^{\circ} 20' 10''$ N., long. $4^{\circ} 50' 0''$ E.

This Notice affects the following Admiralty Chart:—Cette to Marseille, No. 1805. Also, Mediterranean Pilot, Vol. II, 1895, page 42.

No. 793.—MEDITERRANEAN—FRANCE.

Golfe Jouan Light—Altered.

WITH reference to Notice to Mariners No. 312 of 1900:—

The French Government has given further notice, that on 15th November, 1900, the red and green fixed light at Golfe Jouan would be replaced by an occulting light every four seconds (eclipse, one second; light, three seconds).

Golfe Jouan Light is elevated 55 feet above high water, and shows the following sectors:—green from the bearing of S. 70° W., through west, to N. 41° W., white from N. 41° W. to N. 36° W., red from N. 36° W. to N. 1° W., white from N. 1° W., through north to N. 4° E., green from N. 4° E. to N. 58° E., and obscured in other directions. The white light is visible from a distance in clear weather of 13 miles; red, 10 miles; and green, 8 miles: the light powers being 590, 120, and 70 candles respectively. It will be shown from a masonry tower about 50 feet high, and painted white, erected before the dwelling of the former light.

Approximate position, lat. $43^{\circ} 34'$ N., long. $7^{\circ} 4'$ E.

[Variation 12° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Gulf of Lyons and Genoa, No. 1780; Rade d'Agay to San Remo, No. 2609; Port Cannes, &c., No. 2822. Also, List of Lights, Part V, 1900, No. 229; and Mediterranean Pilot, Vol. II, 1895, page 102.

No. 794.—UNITED STATES, NEW JERSEY—DELAWARE BAY APPROACH.
McCries Shoal Buoy—Replaced by Whistle Buoy.

THE United States Government has given notice that, on 29th October, 1900, the buoy (red, nun) marking McCries Shoal, was replaced by a whistle buoy, painted red, marked $2\frac{1}{2}$, and moored in a depth of 18 feet in the same position in lat. $38^{\circ} 50' 50''$ N., long. $74^{\circ} 50' 55''$ W.

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, No. 2563. Also, Sailing Directions for the East Coast of the United States, 1898, page 553.

No. 795.—UNITED STATES, FLORIDA—
HAWK CHANNEL.

Hen and Chickens Shoal—Light Beacon Destroyed.

WITH reference to Notice to Mariners No. 620 of 1899:—

The United States Government has given notice that, on 5th September, 1900, during a gale, the light beacon, erected on the Hen and Chickens Shoal in latitude $24^{\circ} 55' 50''$ N., longitude $80^{\circ} 33' 0''$ W., was destroyed, the light, therefore, will not be exhibited, but a nun buoy, painted red, will be established to mark the shoal as soon as practicable.

This Notice affects the following Admiralty Charts:—Florida Strait, No. 659; Cay Biscayne to Lower Maticumbe Cay, No. 1097. Also, List of Lights, Part VI, I, 1900, page 190; and West India Pilot, Vol. II, 1899, page 626.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
21st to 23rd November, 1900.

In the County Court of Gloucestershire, holden at Bristol.

The County Courts and Admiralty Jurisdiction Act, 1868.

THE following is the List of Nautical Assessors for this Court, duly approved by the President of the Admiralty Division of the High Court of Justice:—

1. Samuel Lowther, Farr's-lane, Prince-street, Bristol, and Lonsdale House, Hampton Park, Redland, Bristol, Marine Surveyor, Retired Master Mariner.
2. George Joshua Machon, 56, Queen-square, Bristol, Marine Surveyor, Retired Master Mariner.
3. Thomas Hoskins Gore, 52, Queen-square, Bristol, Marine Superintendent, Retired Master Mariner.
4. Lindsay Morice, 9, Waverley-road, Redland, Bristol, Younge Brother of the Trinity House, Retired Master Mariner.
5. Alexander Anderson, 41, Queen-square, Bristol, and Cairndhu, Logan-road, Bishopston, Marine Surveyor, Retired Master Mariner.
6. Joseph Francis Trezise, 8, Somerset-square, Redcliff, Bristol, Retired Master Mariner.
7. William Fitt, care of Messrs. H. R. James and Co., 8, Queen-square, Bristol, and Selborne, 10, Edgcombe-road, Redland-road, Bristol, Retired Master Mariner, now Ship Broker.
8. Robert Johnson, 19, St. Vincent's-parade, Clifton, Bristol, Marine Surveyor, Retired Master Mariner.

Dated 21st November, 1900.

E. A. Harley,
C. E. Wright,

Registrars of the County Court
of Gloucestershire, holden at Bristol.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Holt, in the county of Norfolk, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Shirehall, Holt, on Monday, the 10th day of December, 1900, at twelve o'clock at noon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Holt aforesaid.

Edmond H. Wodehouse.

Bernard Mallet.

Inland Revenue, Somerset House,
London, November 23, 1900.

Registration of Births and Deaths.

NOTICE is hereby given, that in pursuance of the provisions of the twenty-first section of an Act passed in the thirty-eighth year of the reign of Her present Majesty, intituled "The Births and Deaths Registration Act, 1874," I, Reginald MacLeod, C.B., Registrar-General of Births, Deaths, and Marriages in England, have, with the sanction of the Local Government Board,

ordered and declared that on and after the 1st day of December next, in consequence of the alterations in the boundaries of Northampton and Brixworth Poor Law Unions effected by the Northampton (Extension) Order, 1900, which was confirmed by the Local Government Board's Provisional Orders Confirmation (No. 14) Act, 1900, those parts of Kingsthorpe Civil Parish which, by the above-mentioned Order, have been united with Boughton and Moulton Park Civil Parishes shall be transferred from All Saints Sub-District of Northampton Registration District to East Brixworth Sub-District of Brixworth Registration District.—Witness my hand this 26th day of November, 1900.

Reginald MacLeod, Registrar-General.
General Register Office,
Somerset House, London.

The Money Lenders Act, 1900.

IN pursuance of the powers conferred upon the Board of Trade by section 6 (e) of the Money Lenders Act, 1900, the Board of Trade do hereby order that the Reversionary and General Securities Company, Limited, whose address is Craven House, Northumberland-avenue, London, W.C., be exempted from registration as a Money Lender, under the provisions of the above-mentioned Act, for a period of three years from the date of the publication of this Order in the London Gazette, or until earlier revocation of this Order by the Board of Trade.

Dated this 24th day of November, 1900.

On behalf of the Board of Trade,

COURTENAY BOYLE.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, per Quarter of 8 Bushels, Imperial Measure*, as received from the Inspectors and Officers of Excise in the Week ended 24th November, 1900, pursuant to the Corn Returns Act, 1882.

| | QUANTITIES SOLD. | | AVERAGE PRICE. | |
|--------|------------------|------|----------------|----|
| | Qrs. | Bus. | s. | d. |
| Wheat | 48,045 | 2 | 27 | 2 |
| Barley | 182,212 | 7 | 25 | 10 |
| Oats | 17,125 | 2 | 17 | 0 |

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1896 to 1899.

| Corresponding Week in | QUANTITIES SOLD. | | | | | | AVERAGE PRICE. | | | | | |
|-----------------------|------------------|------|---------|------|--------|------|----------------|----|---------|----|-------|----|
| | WHEAT. | | BARLEY. | | OATS. | | WHEAT. | | BARLEY. | | OATS. | |
| | Qrs. | Bus. | Qrs. | Bus. | Qrs. | Bus. | s. | d. | s. | d. | s. | d. |
| 1896 | 61,585 | 3 | 183,209 | 1 | 16,489 | 5 | 33 | 4 | 26 | 9 | 17 | 7 |
| 1897 | 83,799 | 3 | 173,774 | 3 | 18,160 | 0 | 33 | 8 | 25 | 9 | 16 | 8 |
| 1898 | 87,393 | 0 | 227,394 | 1 | 23,855 | 5 | 27 | 9 | 28 | 4 | 17 | 1 |
| 1899 | 67,808 | 1 | 164,362 | 7 | 17,047 | 3 | 25 | 8 | 26 | 2 | 16 | 7 |

* Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the local inspector of Corn Returns in any other measure than the imperial bushel or by weight or by a weighed measure that officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

Board of Agriculture, 4, Whitehall-place, London, S.W.
November 24, 1900.

P. G. CRAIGIE.

RECEIPTS into and ISSUES out of the Exchequer, between the 1st April, 1900, and the 24th November, 1900.

| REVENUE AND OTHER RECEIPTS. | Estimate for the Year 1900-1901. | Total Receipts into the Exchequer from | | EXPENDITURE AND OTHER ISSUES. | Estimate for the Year 1900-1901 (including Supplementary Estimates). | Total Issues out of the Exchequer to meet Payments from | |
|---|--|---|---|--|---|--|---|
| | | 1st April, 1900, to 24th November, 1900. | 1st April, 1899, to 25th November, 1899. | | | 1st April, 1900, to 24th November, 1900. | 1st April, 1899, to 25th November, 1899. |
| Balances in Exchequer on 1st April:— | £ | £ | £ | EXPENDITURE. | £ | £ | £ |
| Bank of England | — | 2,903,124 | 8,111,536 | Permanent Charge of Debt | 18,360,000 | 13,575,217 | 16,464,296 |
| Bank of Ireland | — | 613,923 | 807,637 | Interest on War Debt | 869,000 | 734,525 | 88,259 |
| | | 3,517,047 | 8,919,173 | Other Consolidated Fund Services | 1,600,000 | 1,060,658 | 1,073,779 |
| REVENUE. | | | | Payments to Local Taxation Accounts | 1,150,000 | 650,640 | 648,215 |
| Customs | 23,620,000 | 14,216,000 | 14,115,000 | Supply Services | 141,391,000 | 99,071,881 | 53,453,403 |
| Excise | 33,550,000 | 20,850,000 | 20,346,000 | EXPENDITURE | 163,370,000 | 115,092,921 | 71,727,952 |
| Estate, &c., Duties | 13,000,000 | 8,341,000 | 7,963,000 | OTHER ISSUES. | | | |
| Stamps | 8,550,000 | 4,950,000 | 5,624,000 | For Advances for Bullion, &c. | | 750,000 | 700,000 |
| Land Tax and House Duty | 2,450,000 | 565,000 | 585,000 | Under Barracks Act, 1890 | | 55,000 | 100,000 |
| Property and Income Tax | 25,800,000 | 5,793,000 | 5,004,000 | Under Telegraph Acts, 1892 to 1899 | | 388,500 | 110,000 |
| Post Office | 13,800,000 | 8,065,000 | 7,800,000 | Under Uganda Railway Acts, 1896 and 1900 | | 705,000 | 665,000 |
| Telegraph Service | 3,550,000 | 2,325,000 | 2,320,000 | Under Naval Works Acts, 1895 to 1899 | | 1,355,000 | 271,618 |
| Crown Lands | 450,000 | 335,000 | 295,000 | Under Military Works Acts, 1897 and 1899 | | 850,000 | — |
| Receipts from Suez Canal Shares and Sundry Loans | 850,000 | 493,684 | 492,548 | Surplus Revenue 1895-96 applied under Naval Works Acts, 1896, 1897, and 1899 | | — | 768,382 |
| Miscellaneous | 1,900,000 | 1,442,513 | 1,288,781 | Surplus Revenue 1896-97 applied under Military Works Acts, 1897 and 1899 | | — | 850,000 |
| * REVENUE | 127,520,000 | 67,436,197 | 65,833,329 | Deficiency Advances repaid | | 5,500,000 | 2,500,000 |
| Total, including Balance | — | 70,953,244 | 74,752,502 | Ways and Means Advances repaid | | 2,500,000 | — |
| OTHER RECEIPTS. | | | | | | 127,196,421 | 77,692,952 |
| Repayment of Advances for Bullion, &c. | — | 836,799 | 685,720 | Balances in Exchequer— | 1900. | 1899. | |
| For Treasury Bills (net amount) | — | 3,500,000 | 3,500,000 | Bank of England | 24th November, £3,470,407 | 25th November, £4,103,871 | |
| Under Barracks Act, 1890 | — | 55,000 | 50,000 | Bank of Ireland | 456,715 | 271,399 | |
| Under Telegraph Acts, 1892 to 1899 | — | 398,500 | 80,000 | Total | | | 3,927,122 |
| Under Uganda Railway Acts, 1896 and 1900 | — | 825,000 | 500,000 | | | | 131,123,543 |
| Under Naval Works Acts, 1895 to 1899 | — | 1,355,000 | — | | | | 82,068,222 |
| Under Military Works Acts, 1897 and 1899 | — | 850,000 | — | | | | |
| Under War Loan Act, 1900 | — | 26,900,000 | — | | | | |
| Under Supplemental War Loan Act, 1900 | — | 9,700,000 | — | | | | |
| Temporary Advances, Deficiency | — | 7,500,000 | 2,500,000 | | | | |
| Temporary Advances, Ways and Means | — | 8,250,000 | — | | | | |
| Totals | — | 131,123,543 | 82,068,222 | | | | |
| Revenue as above | 127,520,000 | 67,436,197 | 65,833,329 | | | | |
| Payments to Local Taxation Accounts — | | | | | | | |
| Customs | 215,000 | 127,990 | 133,281 | | | | |
| Excise | 5,220,000 | 3,156,414 | 3,148,543 | | | | |
| Estate, &c., Duties | 4,116,000 | 2,677,562 | 2,718,353 | | | | |
| Total | 9,551,000 | 5,961,966 | 6,000,177 | | | | |
| Total Revenue, including Payments to Local Taxation Accounts | 137,071,000 | 73,398,163 | 71,833,506 | | | | |

Treasury, 27th November, 1900.

AVERAGE PRICE of Wheat, Barley, and Oats, per Quarter of Eight Bushels (Imperial Measure), as received from the Inspectors and Officers of Excise at each of the undermentioned Towns during the week ended Saturday, the 24th November, 1900.

| Towns. | Wheat. | Barley. | Oats. | Towns. | Wheat. | Barley. | Oats. |
|---------------------------|--------|---------|-------|--------------------------|--------|---------|-------|
| | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. |
| London :— | | | | Yorkshire, E.R. :— | | | |
| London | 27 10 | 27 6 | 17 10 | Hull | 26 3 | 23 1 | ... |
| Middlesex :— | | | | Howden | 25 2 | ... | 15 6 |
| Uxbridge | 29 3 | ... | ... | Beverley | 26 4 | 24 10 | 16 5 |
| Essex :— | | | | Bridlington | 25 10 | 21 10 | 16 2 |
| Romford | 27 11 | ... | ... | Nottinghamshire :— | | | |
| Chelmsford | 29 3 | 29 5 | 17 0 | Retford | 26 0 | 22 0 | 15 11 |
| Colchester | 27 5 | 27 11 | 17 9 | Worksop | 26 9 | 24 4 | 17 6 |
| Braintree | 28 3 | 28 2 | ... | Mansfield | 27 1 | 22 7 | 16 10 |
| Saffron Walden | 27 9 | 27 3 | ... | Newark | 26 2 | 25 7 | 16 5 |
| Hertfordshire :— | | | | Nottingham | 25 1 | 21 6 | ... |
| Bishop's Stortford | 26 9 | 28 3 | 13 11 | Leicestershire :— | | | |
| Hertford | 28 2 | 26 6 | ... | Loughborough | 26 3 | 24 0 | 17 2 |
| Royston | 27 7 | 29 1 | 17 2 | Leicester | 26 5 | 24 1 | 17 11 |
| Hitchin | 28 4 | 25 9 | 16 5 | Melton Mowbray | 26 1 | 22 10 | 16 1 |
| Bedfordshire :— | | | | Rutland :— | | | |
| Luton | 27 2 | 23 3 | ... | Oakham | ... | 23 1 | ... |
| Bedford | 27 8 | 26 10 | ... | Northamptonshire :— | | | |
| Huntingdonshire :— | | | | Peterborough | 26 6 | 24 3 | 16 7 |
| St. Neots | 27 0 | 26 0 | 17 4 | Kettering | 26 10 | 23 8 | 16 9 |
| Huntingdon | Nil. | ... | ... | Northampton | 27 1 | 25 6 | ... |
| St. Ives | 26 11 | 25 8 | 16 1 | Daventry | Nil. | ... | ... |
| Cambridgeshire :— | | | | Warwickshire :— | | | |
| Wisbech | 26 6 | 22 11 | 16 6 | Coventry | 27 1 | ... | 18 8 |
| Ely | 26 7 | 21 2 | 16 4 | Birmingham | 28 11 | ... | 17 1 |
| Cambridge | 27 7 | 26 11 | 17 1 | Warwick | 27 1 | 26 1 | 17 0 |
| Suffolk :— | | | | Stratford-on-Avon | ... | 29 0 | 17 10 |
| Haverhill | 27 5 | 27 2 | ... | Oxfordshire :— | | | |
| Sudbury | 28 0 | 28 4 | ... | Banbury | 27 1 | 24 2 | ... |
| Hadleigh | 28 0 | 28 10 | ... | Oxford | ... | 26 8 | ... |
| Ipswich | 27 11 | 29 5 | 17 6 | Bicester | Nil. | ... | ... |
| Woodbridge | 29 6 | 29 3 | 17 7 | Buckinghamshire :— | | | |
| Stowmarket | 27 5 | 28 5 | ... | Newport Pagnell | 24 4 | 27 0 | 18 3 |
| Bury St. Edmunds | 27 10 | 27 10 | ... | Aylesbury | 26 3 | 25 11 | 18 7 |
| Saxmundham | 29 9 | 30 8 | 17 2 | Berkshire :— | | | |
| Framlingham | 27 8 | 27 6 | 14 6 | Abingdon | 28 4 | 27 5 | 17 5 |
| Eye | 26 8 | 28 3 | 16 9 | Didcot | 30 0 | ... | ... |
| Halesworth | 29 10 | 29 4 | ... | Wallingford | 28 9 | 28 4 | 16 9 |
| Bungay | 29 1 | 28 4 | ... | Hungerford | Nil. | ... | ... |
| Becles | 27 1 | 27 1 | ... | Newbury | 29 3 | 29 6 | 17 11 |
| Norfolk :— | | | | Reading | 29 3 | 28 6 | 19 3 |
| Diss | 26 10 | 28 4 | 17 0 | Surrey :— | | | |
| Harleston | 27 8 | 27 11 | 14 11 | Farnham | 28 6 | 31 10 | ... |
| Yarmouth | 27 11 | 22 4 | 15 10 | Guildford | 29 2 | 31 2 | ... |
| Norwich | 27 10 | 27 2 | 16 4 | Reigate | Nil. | ... | ... |
| North Walsham | ... | 23 2 | ... | Kingston | Nil. | ... | ... |
| Holt | ... | 23 10 | ... | Croydon | 28 6 | ... | ... |
| Fakenham | 27 2 | 25 2 | 15 5 | Kent :— | | | |
| East Dereham | 27 1 | 23 10 | 16 6 | Dartford | ... | 31 0 | ... |
| Watton | 26 2 | 23 2 | ... | Rochester | 29 5 | 30 0 | ... |
| Lynn | 26 9 | 26 5 | 17 2 | Sandwich | ... | 25 0 | ... |
| Lincolnshire :— | | | | Canterbury | 30 0 | 30 6 | 17 9 |
| Spalding | 25 11 | 22 7 | 16 0 | Ashford | 30 1 | 28 2 | 17 9 |
| Stamford | 26 3 | 24 2 | 17 2 | Maidstone | 28 2 | 32 1 | 18 0 |
| Grantham | 26 0 | 25 0 | 18 1 | Tunbridge | Nil. | ... | ... |
| Sleaford | 25 7 | 24 3 | 17 2 | Sussex :— | | | |
| Boston | 25 8 | 22 11 | 16 4 | Lewes | Nil. | ... | ... |
| Louth | 25 11 | 23 5 | 16 0 | Brighton | ... | 33 0 | ... |
| Lincoln | 26 3 | 23 10 | 16 11 | Hayward's Heath | Nil. | ... | ... |
| Gainsborough | 26 1 | 24 1 | 16 0 | Horsham | 26 3 | 31 10 | ... |
| Brigg | 26 3 | 23 9 | 16 11 | Pulborough | 26 0 | ... | 20 0 |
| | | | | Chichester | 29 4 | 28 0 | ... |

Average Price of Wheat, Barley, and Oats—continued.

| Towns. | Wheat. | | Barley. | | Oats. | | Towns. | Wheat. | | Barley. | | Oats. | |
|--------------------------|--------|-----|---------|-----|-------|---------------------------|---------------------------|--------|-----|---------|-----|-------|-----|
| | s. | d. | s. | d. | s. | d. | | s. | d. | s. | d. | s. | d. |
| Hampshire:— | | | | | | Staffordshire:— | | | | | | | |
| Newport ... | ... | ... | 28 | 0 | ... | ... | Wolverhampton ... | 27 | 5 | 28 | 1 | ... | ... |
| Fareham ... | 26 | 11 | 25 | 4 | 16 | 11 | Stafford ... | 26 | 2 | 26 | 4 | 16 | 3 |
| Southampton ... | 27 | 4 | ... | ... | ... | ... | Burton-on-Trent ... | 27 | 1 | 28 | 5 | 22 | 5 |
| Winchester ... | 29 | 0 | 32 | 0 | 16 | 7 | Derbyshire:— | | | | | | |
| Basingstoke ... | 27 | 4 | 27 | 6 | 17 | 11 | Derby ... | 27 | 3 | 27 | 7 | 17 | 8 |
| Andover ... | 26 | 6 | 26 | 1 | 18 | 7 | Yorkshire, W. R.:— | | | | | | |
| Ringwood ... | Nil. | ... | ... | ... | ... | ... | Sheffield ... | Nil. | ... | ... | ... | ... | ... |
| Dorsetshire:— | | | | | | Yorkshire, N. R.:— | | | | | | | |
| Wimborne ... | ... | ... | 25 | 2 | 20 | 10 | Easingwold ... | 29 | 2 | ... | ... | 15 | 9 |
| Wareham ... | 27 | 2 | ... | ... | ... | ... | Malton ... | 26 | 1 | 22 | 8 | 15 | 0 |
| Dorchester ... | 27 | 0 | 23 | 8 | ... | ... | Scarborough ... | 25 | 6 | 21 | 7 | 15 | 10 |
| Blandford ... | 28 | 0 | 30 | 8 | 17 | 0 | Thirsk ... | ... | ... | 23 | 1 | ... | ... |
| Bridport ... | 26 | 8 | 24 | 6 | 17 | 6 | Bedale ... | ... | ... | 25 | 0 | ... | ... |
| Devonshire:— | | | | | | Durham:— | | | | | | | |
| Honiton ... | ... | ... | 25 | 1 | ... | ... | Darlington ... | 26 | 7 | 22 | 1 | 18 | 5 |
| Tiverton ... | ... | ... | ... | ... | 16 | 3 | Stockton-on-Tees ... | 27 | 8 | 21 | 9 | ... | ... |
| Barnstaple ... | Nil. | ... | ... | ... | ... | ... | Bishop Auckland ... | Nil. | ... | ... | ... | ... | ... |
| Exeter ... | 27 | 0 | 25 | 3 | ... | ... | Sunderland ... | Nil. | ... | ... | ... | ... | ... |
| Newton Abbot ... | 28 | 10 | 25 | 6 | 17 | 0 | Northumberland:— | | | | | | |
| Totnes ... | 26 | 6 | 22 | 4 | 16 | 3 | Newcastle-on-Tyne ... | 27 | 7 | 21 | 0 | 19 | 2 |
| Kingsbridge ... | 27 | 3 | 22 | 2 | 16 | 6 | Alnwick ... | ... | ... | 22 | 9 | 18 | 5 |
| Plymouth ... | 25 | 11 | 22 | 3 | ... | ... | Berwick ... | 25 | 2 | 21 | 8 | 17 | 6 |
| Okehampton ... | Nil. | ... | ... | ... | ... | ... | Cumberland:— | | | | | | |
| Cornwall:— | | | | | | Westmorland:— | | | | | | | |
| Liskeard ... | 25 | 9 | ... | ... | 15 | 0 | Kendal ... | 31 | 2 | 23 | 9 | 17 | 2 |
| Wadebridge ... | ... | ... | 21 | 4 | 14 | 3 | Lancashire:— | | | | | | |
| Truro ... | 25 | 10 | ... | ... | 16 | 3 | Garstang ... | 25 | 6 | 21 | 9 | 16 | 6 |
| Somersetshire:— | | | | | | Cheshire:— | | | | | | | |
| Bridgwater ... | 26 | 3 | 26 | 10 | ... | ... | Chester ... | 27 | 0 | ... | ... | 16 | 1 |
| Taunton ... | 26 | 2 | 24 | 11 | ... | ... | Anglesey:— | | | | | | |
| Yeovil ... | 25 | 2 | 23 | 6 | ... | ... | Llangefni ... | ... | ... | ... | ... | 14 | 11 |
| Frome ... | Nil. | ... | ... | ... | ... | ... | Carnarvonshire:— | | | | | | |
| Bath ... | ... | ... | 25 | 10 | ... | ... | Carnarvon ... | Nil. | ... | ... | ... | ... | ... |
| Bristol ... | 26 | 8 | ... | ... | ... | ... | Denbighshire:— | | | | | | |
| Wiltshire:— | | | | | | Montgomeryshire:— | | | | | | | |
| Warminster ... | 26 | 2 | 27 | 10 | 15 | 11 | Welshpool ... | 25 | 7 | 22 | 4 | ... | ... |
| Salisbury ... | 27 | 7 | 26 | 0 | 19 | 6 | Cardiganshire:— | | | | | | |
| Devizes ... | 27 | 3 | 27 | 0 | ... | ... | Cardigan ... | Nil. | ... | ... | ... | ... | ... |
| Swindon ... | 26 | 9 | ... | ... | ... | ... | Pembrokeshire:— | | | | | | |
| Gloucestershire:— | | | | | | Carmarthenshire:— | | | | | | | |
| Cirencester ... | 26 | 10 | 23 | 8 | 17 | 1 | Carmarthen ... | Nil. | ... | ... | ... | ... | ... |
| Gloucester ... | 27 | 11 | 23 | 6 | ... | ... | Glamorganshire:— | | | | | | |
| Cheltenham ... | 27 | 5 | ... | ... | 19 | 6 | Cardiff ... | ... | 25 | 7 | ... | ... | ... |
| Tewkesbury ... | 26 | 4 | ... | ... | ... | ... | Brecknockshire:— | | | | | | |
| Monmouthshire:— | | | | | | Cardiganshire:— | | | | | | | |
| Chepstow ... | 25 | 10 | 28 | 2 | 17 | 0 | Cardigan ... | Nil. | ... | ... | ... | ... | ... |
| Newport ... | 26 | 5 | ... | ... | ... | ... | Pembrokeshire:— | | | | | | |
| Monmouth ... | ... | ... | ... | ... | 19 | 6 | Haverfordwest ... | ... | ... | ... | 15 | 5 | ... |
| Herefordshire:— | | | | | | Cardiganshire:— | | | | | | | |
| Ross ... | 28 | 0 | 26 | 0 | ... | ... | Carmarthenshire:— | | | | | | |
| Hereford ... | 26 | 8 | 21 | 5 | 16 | 10 | Carmarthen ... | Nil. | ... | ... | ... | ... | ... |
| Worcestershire:— | | | | | | Glamorganshire:— | | | | | | | |
| Evesham ... | 26 | 1 | ... | ... | ... | ... | Cardiff ... | ... | 25 | 7 | ... | ... | ... |
| Worcester ... | 27 | 6 | 25 | 1 | 19 | 10 | Brecknockshire:— | | | | | | |
| Shropshire:— | | | | | | Cardiganshire:— | | | | | | | |
| Ludlow ... | Nil. | ... | ... | ... | ... | ... | Brecon ... | 30 | 9 | ... | ... | ... | ... |
| Bridgnorth ... | 26 | 4 | 24 | 6 | ... | ... | | | | | | | |
| Shrewsbury ... | 26 | 5 | 24 | 8 | 16 | 8 | | | | | | | |
| Oswestry ... | 27 | 2 | 23 | 2 | ... | ... | | | | | | | |
| Market Drayton ... | 25 | 7 | 20 | 11 | 16 | 8 | | | | | | | |

ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 24th November, 1900, together with the Quantities Imported in the Corresponding Week of the Previous Year.

| | | Quantities. | |
|---|---|-------------|-----------|
| | | 1899. | 1900. |
| Animals, living :— | | | |
| Oxen, Bulls, Cows, and Calves | Number | 7,082 | 9,250 |
| Sheep and Lambs | " | 4,076 | 3,525 |
| Swine | " | — | — |
| Fresh Meat:— | | | |
| Beef | cwts. | 51,637 | 76,128 |
| Mutton | " | 61,463 | 55,885 |
| Pork | " | 15,691 | 19,280 |
| Salted or Preserved Meat:— | | | |
| Bacon | " | 88,236 | 113,077 |
| Beef | " | 3,099 | 6,133 |
| Hams | " | 23,232 | 27,939 |
| Pork | " | 2,429 | 3,109 |
| Meat, unenumerated, salted or fresh | " | 11,593 | 13,277 |
| Meat, preserved, otherwise than by salting | " | 20,596 | 29,580 |
| Dairy Produce and Substitutes:— | | | |
| Butter | " | 70,387 | 47,957 |
| Margarine | " | 21,044 | 16,970 |
| Cheese | " | 37,238 | 33,132 |
| Milk, Condensed | " | 20,698 | 16,046 |
| Milk and Cream, Fresh or Preserved, other than Condensed Milk | " | 253 | 623 |
| Eggs | Great Hundred | 406,447 | 292,920 |
| Poultry and Game | Value £ | 9,779 | 8,426 |
| Rabbits, dead (not tinned) | cwts. | 12,857 | 16,938 |
| Lard | " | 34,446 | 37,740 |
| Corn, Grain, Meal and Flour:— | | | |
| Wheat | " | 1,223,600 | 1,006,800 |
| Wheat, Meal and Flour | " | 508,500 | 413,800 |
| Barley | " | 446,800 | 575,700 |
| Oats | " | 169,000 | 507,900 |
| Pease | " | 81,400 | 25,900 |
| Beans | " | 45,500 | 13,700 |
| Maize or Indian Corn | " | 1,451,900 | 1,241,000 |
| Fruit, Raw :— | | | |
| Apples | } Entered by the Bushel prior to 1900 Bunches | 127,324 | 125,089 |
| Apricots and Peaches* | | — | — |
| Bananas* | | — | 18,174 |
| Cherries | | — | — |
| Currants* | | — | — |
| Gooseberries* | | — | — |
| Grapes | | 14,880 | 12,914 |
| Lemons | | 17,193 | 21,511 |
| Oranges | | 292,431 | 102,954 |
| Pears | | 4,560 | 10,584 |
| Plums | 275 | — | |
| Strawberries* | } Entered by the Bushel prior to 1900 | — | — |
| Unenumerated | | 20,988 | 1,554 |
| Hay | Tons | 3,101 | 1,083 |
| Hops | cwts. | 4,674 | 10,530 |
| Vegetables, Raw :— | | | |
| Onions | Bush. | 154,910 | 188,391 |
| Potatoes | cwts. | 85,655 | 371,929 |
| Tomatoes† | Value £ | — | 7,121 |
| Unenumerated | Value £ | 31,762 | 20,590 |

* These Fruits were included with Fruit Unenumerated prior to 1900.

† Included with Vegetables Unenumerated prior to 1900.

Statistical Office, Custom House, London,
November 26, 1900.

A. J. WOOD.

COTTON STATISTICS ACT, 1868.

RETURN of the Number of SALES of COTTON Imported and Exported at the Various Ports of the United Kingdom during the Week and 47 Weeks ended
22nd November, 1900.

| PORTS. | IMPORTS. | | | | | | EXPORTS. | | | | | |
|-------------------------------------|------------------|----------------|---------------|----------------|----------------|------------------|----------------|---------------|---------------|---------------|----------------|----------------|
| | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL. | American. | Brazilian. | East Indian. | Egyptian. | Miscellaneous. | TOTAL. |
| Week ended 22nd November, 1900. | | | | | | | | | | | | |
| Liverpool | 130,229 | 3,272 | 938 | 9,040 | ... | 143,479 | 3,224 | 279 | ... | 1,338 | 539 | 5,380 |
| London | ... | ... | 1,236 | ... | 2 | 1,238 | ... | ... | 972 | ... | ... | 972 |
| Hull | 2,672 | ... | ... | ... | ... | 2,672 | 744 | ... | ... | ... | ... | 744 |
| Manchester | 27,600 | ... | ... | 4,782 | ... | 32,382 | ... | ... | ... | ... | ... | ... |
| Other Ports | 1,200 | ... | ... | ... | ... | 1,200 | 1,721 | ... | ... | ... | ... | 1,721 |
| Total | 161,701 | 3,272 | 2,174 | 13,822 | 2 | 180,971 | 5,689 | 279 | 972 | 1,338 | 539 | 8,817 |
| 47 Weeks ended 22nd November, 1900. | | | | | | | | | | | | |
| Liverpool | 1,840,016 | 110,506 | 32,691 | 217,446 | 60,959 | 2,261,618 | 64,553 | 11,924 | 3,478 | 55,259 | 9,656 | 144,870 |
| London | 884 | ... | 40,251 | 54 | 1,607 | 42,796 | 508 | ... | 30,462 | ... | 148 | 31,113 |
| Hull | 44,120 | ... | 820 | 9,652 | 100 | 54,692 | 56,612 | ... | 360 | 13,610 | 57 | 70,639 |
| Manchester | 382,568 | ... | ... | 98,631 | ... | 481,199 | 2,369 | ... | ... | ... | ... | 2,369 |
| Other Ports | 90,775 | 6,599 | ... | ... | 309 | 97,683 | 76,327 | 459 | 100 | ... | 7 | 76,893 |
| Total | 2,358,363 | 117,105 | 73,762 | 325,783 | 62,975 | 2,937,988 | 200,364 | 12,383 | 34,400 | 68,869 | 9,868 | 325,884 |

Dated November 23, 1900.

A. E. BATEMAN,
Commercial, Labour, and Statistical Department, Board of Trade.

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES of the several Banks of Issue in ENGLAND and WALES, in Circulation during the week ended Saturday, the 17th day of November, 1900.

PRIVATE BANKS.

| Name, Title, and Principal Place of Issue. | | | Average Amount. |
|--|--------------------|-----------------------------------|-----------------|
| | | | £ |
| Ashford Bank | Ashford | Pomfret and Co. | 4745 |
| Aylesbury Old Bank | Aylesbury | Cobb, Bartlett, and Co. | 7475 |
| Banbury Bank | Banbury | Gillett and Co. | 4941 |
| Banbury Old Bank | Banbury | T. R. Cobb and Son | 3758 |
| Bedford Bank | Bedford | Barnard and Co. | 12112 |
| Bicester and Oxfordshire Bank | Bicester | Tubb and Co. | 10011 |
| Buckingham Bank | Buckingham | Bartlett and Co. | 7160 |
| Cambridge and Cambridgeshire Bank | Cambridge | Foster and Co. | 21915 |
| Canterbury Bank | Canterbury | Hammond and Co. | 7827 |
| City Bank, Exeter | Exeter | Milford and Co.... | 2457 |
| Derby Bank | Derby | Samuel Smith and Co. | 5401 |
| Exeter Bank | Exeter | Sanders and Co.... | 6598 |
| Faversham Bank | Faversham | Hilton and Co. | 2631 |
| Ipswich Bank | Ipswich | Bacon and Co. | 10617 |
| Kingston-upon-Hull and Hull Bank... | Kingston-upon-Hull | Smith Brothers and Co. | 9332 |
| Kington and Radnorshire Bank | Kington | Davies and Co. | 14457 |
| Leeds Old Bank | Leeds | Beckett and Co. | 39463 |
| Lincoln Bank | Lincoln | Smith, Ellison, and Co.... | 53570 |
| Llandovery, Lampeter, and Llandovery Banks... .. | Llandovery | D. Jones and Co. | 14770 |
| Naval Bank | Plymouth | Harris, Bulteel, and Co. | 3519 |
| Newark Bank | Newark | Samuel Smith and Co. | 5332 |
| Newmarket Bank | Newmarket | Hammond and Co. | 3820 |
| Nottingham Bank | Nottingham | Samuel Smith and Co. | 13110 |
| Oxfordshire Witney Bank | Witney | Gillett and Co. | 3651 |
| Reading Bank | Reading | Simonds and Co. | 9771 |
| Richmond Bank | Richmond | Roper and Co. | 3470 |
| Sleaford and Newark Bank, and Newark and Sleaford Bank } | Sleaford | Peacock and Co. | 10066 |
| Wallingford Bank | Wallingford | Hedges, Wells, and Co.... | 1034 |
| Wellington Somerset Bank | Wellington | Fox, Fowler, and Co. | 3535 |
| West Riding Bank, Wakefield, and Pontefract Bank | Wakefield | Leatham, Tew, and Co. | 13540 |
| Worcester, Great Malvern, and Tewkesbury Old Bank | Worcester | Berwick, Lechmere, and Co. | 10954 |
| Yarmouth, Norfolk, and Suffolk Bank | Great Yarmouth | Lacons, Youell, and Co. | 3703 |
| York and East Riding Bank | Beverley | Beckett and Co.... | 42597 |

JOINT STOCK BANKS.

| Name, Title, and Principal Place of Issue. | Average Amount. |
|---|-----------------|
| | £ |
| Bank of Whitehaven Limited Whitehaven ... | 10128 |
| Bradford Banking Company Limited Bradford ... | 23842 |
| Bradford Commercial Joint Stock Banking Company Limited ... Bradford ... | 9214 |
| Carlisle and Cumberland Banking Company Limited Carlisle ... | 24920 |
| Cumberland Union Banking Company Limited Carlisle ... | 34144 |
| Halifax and Huddersfield Union Banking Company Limited Halifax ... | 5589 |
| Halifax Commercial Banking Company Limited Halifax ... | 7025 |
| Halifax Joint Stock Banking Company Limited Halifax ... | 10911 |
| Knaresborough and Claro Banking Company Limited Harrogate ... | 22289 |
| Lancaster Banking Company Limited Lancaster ... | 56288 |
| Lincoln and Lindsey Banking Company Limited Lincoln ... | 40966 |
| Moore and Robinson's Nottinghamshire Banking Company Limited ... Nottingham ... | 10195 |
| North and South Wales Bank Limited Liverpool ... | 51626 |
| Nottingham and Nottinghamshire Banking Company Limited ... Nottingham ... | 21200 |
| Pares's Leicestershire Banking Company Limited Leicester ... | 20534 |
| Sheffield and Hallamshire Bank Limited Sheffield ... | 5166 |
| Sheffield and Rotherham Joint Stock Banking Company Limited ... Sheffield ... | 10608 |
| Sheffield Banking Company Limited Sheffield ... | 10506 |
| Stamford, Spalding, and Boston Banking Company Limited Stamford ... | 38270 |
| Stuckey's Banking Company Limited Langport ... | 104600 |
| Wakefield and Barnsley Union Bank Limited Wakefield ... | 6551 |
| West Riding Union Banking Company Limited Huddersfield ... | 8984 |
| Whitehaven Joint Stock Banking Company Limited Whitehaven ... | 27851 |
| Wilts and Dorset Banking Company Limited Salisbury ... | 63143 |
| York City and County Banking Company Limited York ... | 91170 |
| Yorkshire Banking Company Limited Leeds ... | 103222 |
| York Union Banking Company Limited York ... | 68450 |

ERNEST CLEAVE, Registrar of Bank Returns.

Inland Revenue Office, November 24, 1900.

Light Railway Commission, November, 1900.
Welshpool and Llanfair Light Railway Company.
Welshpool and Llanfair Light Railway Order,
1899.

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners, in the present month of November, by the Welshpool and Llanfair Light Railway Company, in this Notice called "the Company," for an Order to amend the Welshpool and Llanfair Light Railway Order, 1899, in this notice called "the Order of 1899," as follows, that is to say:—

To extend the time for the purchase of the lands, and for the completion of the works authorised by the Order of 1899.

To empower the County Council of Montgomery, the Corporation of Welshpool, and the Rural District Councils of Llanfyllen and Iorden to advance further monies to the Company by way of loan, or as part of the share capital, or partly in one way and partly in the other.

To authorise the Cambrian Railway Company to subscribe towards the capital of the Undertaking by way of loan or share capital.

To authorise the Company, for the general purposes of their Undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a preference or guaranteed

dividend or other rights or privileges attached thereto, and by borrowing, and by the creation and issue of debenture stock, or by any such means, and to apply their funds and revenues for any of such purposes.

To alter, extend, incorporate, amend or repeal, so far as may be necessary or desirable for the purposes of the Order, the provisions or some of the provisions of the Order of 1899.

Copies of the draft Order may be obtained at the offices of either of the undersigned, on payment of one shilling per copy.

Every company, corporation, or person desirous of making any objection respecting the application for the Order, should do so in writing to the Light Railway Commissioners. Such objection should be on foolscap paper, written on one side only, and should be addressed to the Secretary, Light Railway Commissioners, 54, Parliament-street, Westminster, S.W., and a copy of any such objection must also be sent at the same time to the Promoters, or the undersigned, their Solicitors and Parliamentary Agents.

Dated this 20th November, 1900.

HARRISON and WINNALL, Welshpool,
Solicitors

BIRCHAM and Co., 46, Parliament-street,
Westminster, Parliamentary Agents.

DISEASES OF ANIMALS ACTS, 1894 AND 1896.
RETURN of OUTBREAKS of SWINE-FEVER for the Week ended November 24th, 1900,
distinguishing Counties (including Boroughs*).

| County. | Outbreaks confirmed. | Swine Slaughtered as Diseased or as having been exposed to Infection. | County | Outbreaks confirmed. | Swine Slaughtered as Diseased or as having been exposed to Infection. |
|----------------------------------|----------------------|---|---------------------------|----------------------|---|
| ENGLAND. | | | ENGLAND. | | |
| | No. | No. | | No. | No. |
| Berks | 2 | 3 | Sussex, East | 3 | 10 |
| Buckingham | 2 | 4 | Warwick | 1 | 6 |
| Hants | 5 | 64 | Wilts | 2 | 30 |
| Hertford | 1 | 54 | York, North Riding | 1 | 12 |
| Kent | 3 | 49 | „ West Riding | 2 | 17 |
| Lincoln, Parts of Lindsey | 2 | 3 | WALES. | | |
| Monmouth | 1 | 9 | Glamorgan | 1 | 2 |
| Rutland | 1 | 4 | TOTAL | | |
| Somerset | ... | 5 | | 30 | 290 |
| Suffolk | 2 | 15 | | | |
| Surrey | 1 | 3 | | | |

* For convenience Berwick-upon-Tweed is considered to be in Northumberland, Dudley is considered to be in Worcestershire, Stockport is considered to be in Cheshire, and the city of London is considered to be in the county of London.

SWINE-FEVER INFECTED AREAS.

THE following Areas are now *Areas Infected with Swine-Fever* under the above-mentioned Acts:—

Buckinghamshire.—An Area comprising the petty sessional divisions of Stoke and Burnham, and the parishes of Hughenden, West Wycombe, Chepping Wycombe Rural, Little Marlow, Wooburn, and Hedsor, in the administrative county of Buckingham; and also comprising the borough of Chepping Wycombe (6 September, 1900).

Cheshire.—An Area comprising the petty sessional divisions of Chester Castle, Eddisbury, Broxton, Nantwich, and Middlewich and Sandbach, in the administrative county of Chester; and also comprising the boroughs of Chester, Crewe, and Congleton (4 July, 1900).

Essex.—An Area comprising the petty sessional divisions of Lexden and Winstree, and Tendring, and the borough of Harwich, in the administrative county of Essex; and also comprising the borough of Colchester (26 November, 1900).

Kent.—An Area comprising the petty sessional divisions of Ramsgate, Cinque Ports Liberties, Wingham, and Elham, and the boroughs of Deal, Hythe, and Sandwich, in the administrative county of Kent; and also comprising the boroughs of Dover, Folkestone, Margate, and Ramsgate (9 November, 1900).

Lancashire.—An Area comprising the petty sessional divisions of Wigan (except the parish of Haigh), Leigh, Warrington, St. Helens, Childwall, Prescott, Kirkdale (except the parish of Garston), Ormskirk, Southport, Kirkham, and Amounderness, and the parishes of Inskip-with-Sowerby, Myerscough, and Bilsborrow, in the administrative county of Lancaster; and also

comprising the boroughs of Wigan, Leigh, Warrington, Widnes, St. Helens, Southport, Blackpool, and Preston (2 July, 1900).

Somersetshire.—An Area comprising the petty sessional division of Kilmersdon, and the parishes of Ashwick, Binegar, Emborrow, Chewton Mendip, East Harpiree, Litton, Stone Easton, Hinton Blewett, Cameley, Farrington Gurney, Paulton, High Littleton, Clutton, Chelwood, Farmborough, Timsbury, Priston, Camerton, Dunkerton, Combe Hay, and Wellow, in the administrative county of Somerset (12 November, 1900).

Staffordshire.—An Area comprising the petty sessional divisions of Leek and Firehill North (except the parishes of Mucklestone and Tyrley), and the parish of Barlaston, in the administrative county of Stafford; and also comprising the boroughs of Burslem, Hanley, Longton, Newcastle-under-Lyme, and Stoke-upon-Trent (28 May, 1900).

Yorkshire.—An Area comprising the petty sessional divisions of Keighley, East Morley, Dewsbury, Skeyrack, Upper Barkston Ash, Upper Osgoldcross, Lower Agbrigg, Staincross, and Lower Strafforth and Tickhill, and the detached portion of the petty sessional division of Lower Barkston Ash, together with the parishes of Ecclesfield, Wentworth, Brampton Bierlow, West Melton, Wuth-upon-Dearne, Swinton, Hooton Roberts, Ravenfield, Dalton, Thrybergh, Rawmarsh, and Greasbrough, and the borough of Pontefract, in the administrative county of the West Riding of the county of York; and also comprising the boroughs of Keighley, Bradford, Leeds, Morley, Batley, Dewsbury, Ossett, Wakefield, Barnsley, Doncaster, and Rotherham (5 May, 1900).

Board of Agriculture, 27th November, 1900.

DISEASES OF ANIMALS ACTS, 1894 AND 1896.

RETURN of OUTBREAKS of the undermentioned DISEASES for the Week ended November 24th, 1900, distinguishing Counties (including Boroughs*).

| ANTHRAX. | | | GLANDERS (INCLUDING FARCY). | | | |
|---------------------------|---------------------|-------------------|-----------------------------|---------------------|--|---|
| County. | Outbreaks reported. | Animals Attacked. | County. | Outbreaks reported. | Animals which remained Diseased at the end of the previous week. | Animals reported during the Week as Attacked. |
| ENGLAND. | | | ENGLAND. | | | |
| | No. | No. | | No. | No. | No. |
| Cornwall | 2 | 2 | Essex | 1 | ... | 1 |
| Lancaster | 2 | 3 | Hants | 1 | ... | 1 |
| Somerset | 2 | 2 | Kent | ... | 3 | ... |
| Warwick | 1 | 1 | London | 16 | ... | 29 |
| Westmorland... .. | 1 | 1 | Middlesex | 1 | ... | 1 |
| Worcester | 1 | 1 | Norfolk | 1 | ... | 2 |
| York, North Riding | 1 | 1 | Northumberland | ... | ... | 6 |
| „ West Riding | 1 | 4 | Sussex, West | ... | ... | 1 |
| | | | Worcester | 1 | ... | 1 |
| | | | TOTAL | 21 | 3 | 42 |
| SCOTLAND. | | | WALES. | | | |
| Aberdeen | 2 | 2 | Carmarthen | ... | ... | 1 |
| Stirling | 1 | 1 | | | | |
| TOTAL | 14 | 18 | | | | |

* For convenience Berwick-upon-Tweed is considered to be in Northumberland, Dudley is considered to be in Worcestershire, Stockport is considered to be in Cheshire, and the city of London is considered to be in the county of London.

ORDERS AS TO MUZZLING DOGS.

THE Board of Agriculture have by Order prescribed, as from the dates mentioned, the Muzzling of Dogs in the districts and parts of districts of Local Authorities, as follows:—

Breconshire.—The petty sessional divisions of Crickhowell, Brynmawr, Talgarth, Hay, Merthyr and Penkelly, Devynock, Penderin, and Ystradgunlais, and the borough of Brecon, in the administrative county of Brecon (15 October, 1900).

Carmarthenshire.—The petty sessional divisions of Llandovery, Llandeilo, Llanelly, Carmarthen, Newcastle-in-Emlyn, and Llanfihangel-Ar-Arth, and the boroughs of Kidwelly and Llandovery, in the administrative county of Carmarthen. Borough of Carmarthen (15 October, 1900.)

Glamorganshire.—The parishes of Llangiwig, Cilybebyl, Ynys-y-Mond, Rhyngdwyclydach, Mawr and Llandeilo-Talybont, in the administrative county of Glamorgan (15 October, 1900).

SUMMARY OF RETURNS.

| Period | Anthrax. | | Foot-and-Mouth Disease. | | Glanders (including Farcy). | | Pleuro-Pneumonia. | | | Rabies. | | Swine-Fever. | |
|--------------------------|------------|-------------------|-------------------------|-------------------|-----------------------------|-------------------|-------------------|---------------------|-----------------------|-----------------|----------------|--------------|---|
| | Outbreaks. | Animals Attacked. | Outbreaks. | Animals Attacked. | Outbreaks. | Animals Attacked. | Outbreaks. | Cattle Slaughtered. | | Cases Reported. | | Outbreaks. | Swine Slaughtered or as Diseased or Exposed to Infection. |
| | | | | | | | | Diseased. | Exposed to Infection. | Dogs. | Other Animals. | | |
| Week ended Nov. 24, 1900 | No. 14 | No. 18 | ... | ... | No. 21 | No. 42 | ... | ... | ... | ... | ... | No. 30 | No. 290 |
| Corresponding week in | 1899 | 10 | 11 | ... | ... | 21 | 34 | ... | ... | ... | ... | 36 | 518 |
| | 1898 | 10 | 30 | ... | ... | 10 | 21 | ... | ... | ... | ... | 46 | 930 |
| | 1897 | 11 | 24 | ... | ... | 16 | 24 | ... | ... | ... | 1 | 35 | 745 |
| Total for 47 weeks, 1900 | 503 | 833 | 17 | 227 | 1,029 | 1,701 | ... | ... | ... | 5 | 4 | 1,774 | 16,603 |
| Corresponding period in | 1899 | 486 | 914 | ... | ... | 769 | 1,346 | ... | ... | 9 | ... | 2,181 | 28,962 |
| | 1898 | 502 | 761 | ... | ... | 677 | 1,270 | 1 | 1 | 220 | 16 | 2,282 | 59,693 |
| | 1897 | 393 | 821 | ... | ... | 815 | 1,435 | 7 | 46 | 741 | 143 | 2,047 | 37,780 |

NOTE.—The figures for the current Year are approximate only.

Board of Agriculture, 27th November, 1900.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Pokesdown Electric Lighting.

(Power to the Bournemouth and Poole Electricity Supply Company, Limited, to Produce, Store, and Supply Electrical Energy and Power within the Urban District of Pokesdown, in the County of Southampton; to Construct Works, to Lay Down Wires and other Apparatus, and to Break Up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the Bournemouth and Poole Electricity Supply Company, Limited, of Moorgate-court, Moorgate-place, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, electrical energy and power for all or some of the public and private purposes, as defined by the said Acts, within the urban district of Pokesdown, in the county of Southampton (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads and places, ways, footpaths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid; within the said area, and to confer all such other powers upon the Company as may be

necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all store houses, engines, machinery, apparatus works and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other things required for the purposes of the said Order.

To enable the Company on the one hand, and any County Council, Corporation, Borough, or District Council, Commissioner, or other local, or sanitary, or road authority, and any railway or other Company, on the other hand, to enter into, and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise, with respect to the objects of the Order, and if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company; and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts, or portions of Acts, incorporated with these Acts, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts, or any Act amending

the same or incorporated therewith, are, or may be conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto, as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—Christchurch-road (from the Bournemouth borough boundary to Cromwell-road) and Parkwood-road.

The streets or roads within the said area not repairable by the local authority which the Undertakers propose to take powers to break up are as follows:—Rebbeck-road, Leap Hill-road, Wheaton-road, Roberts-road, Abinger-road, Scotter-road, Spurgeon-road, Clarence Park-road, Connaught-road, Stourvale-road (part of), Sunny Hill-road, Paisley-road, Kimberley-road, Fenton-road, Shelton-road, Inverleigh-road, Cranbourne-road, Castlemain-road, Oxford-avenue, Hosker-road, Deans-road, Beresford-road, Pauncefote-road, two roads leading from Sunnyhill to Stourvale-road, road leading from Southbourne-road to Stourvale-road. On the western boundary of district (Boscombe Manor Estate), Glen-road (part of), Percy-road (part of), Sydney-road (part of), Wollestoncroft-road (part of).

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the shop of Mr. J. A. Abbott, 47, Cromwell-road, Pokedown, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the County of London, Solicitor.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated the 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named Bournemouth and Poole Electricity Supply Company, Limited.

In Parliament.—Session 1901.

Southampton Mudlands Reclamation.

(Incorporation of Company; Construction of Embankment Wall, Tidal Basin, Low Water Channel, and Reclamation of Lands in Parishes of Millbrook, All Saints, Saint Lawrence, and Saint Michael, in the County Borough of Southampton; Dredging and Deepening of, and taking Water from the River Test or Southampton Water; Compulsory Purchase of Lands; Tolls, &c.; Sale, Leasing, &c., of Lands; Powers of Subscription and Raising Money to, and Agreements with, Corporation

of Southampton, Southampton Harbour Board, and London and South Western Railway Company; Purchase of Lands and Works by, and Transfer of Powers to, the Corporation of Southampton; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1901, for leave to bring in a Bill for effecting all or some of the objects and purposes following (that is to say):—

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the embankment wall, tidal basin, low water channel, and other works and conveniences connected therewith hereinafter described, or some of them, or some part or parts thereof (that is to say):—

(a) An embankment wall commencing in the parish of Millbrook, in the county borough of Southampton, on the northern shore of the River Test, at a point 120 yards or thereabouts in a south-westerly direction from the south-western end of the erection or mound commonly known as the Butts, proceeding thence in a curved line having an easterly and southerly direction across the mudlands of the West Bay, passing through the parish of Millbrook aforesaid, and the parishes of All Saints, Saint Lawrence, and Saint Michael, in the county borough of Southampton, and terminating in the said parish of Saint Michael by a junction with the existing sea wall, at a point 50 yards or thereabouts, measured along the face of the wall in a south-easterly direction, from the existing steps, such steps being immediately to the south of J. Pickett's boat yard.

(b) A tidal basin in the parishes of Saint Lawrence and Saint Michael aforesaid, to be bounded on the south-western side by the embankment wall above described, and proposed to be authorised by the Bill, on the eastern side by the existing line of the shore, and on the northern and western sides by an imaginary line commencing at a point on the western margin of the Western Shore-road, opposite or nearly opposite to the south-western corner of Simmel-street, and proceeding thence in a westerly direction for 200 yards or thereabouts, thence in a south-westerly direction for 300 yards or thereabouts, and there meeting the intended embankment wall aforesaid, at a point 300 yards or thereabouts, in a direct line north-westward from the point of intended junction above described of the said embankment wall with the said existing seawall.

(c) A low-water channel in the parish of Saint Michael aforesaid, commencing in and on the south-west side of the intended basin above described, at a distance of 200 yards or thereabouts north-westward from the point of intended junction above described of the intended embankment wall above described with the existing seawall aforesaid, and proceeding thence in a south-westerly direction for a distance of about 400 yards to and terminating in the low-water channel of the River Test.

(d) All necessary and convenient approaches, embankments, landing places, slips, steps, quays, piers, jetties, cranes, groins, weirs, culverts, cuts, bridges, roads, ways, tramways, dams, sluices, channels, conduits, drains, pipes, engines, works, buildings, and conveniences.

2. To authorise the Company to deviate

laterally from the lines of the intended works within the limits to be shown upon the plans hereinafter mentioned, or to such extent as may be prescribed by the Bill, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned.

3. To enable the Company to enclose and reclaim from the River Test or the Southampton Water so much of the lands submerged at equinoctial Spring tides now belonging, or reputed to belong in part, to the mayor, aldermen, and burgesses of the county borough of Southampton (in this notice called the "Corporation"), and in part to Mrs. Marianne Vaudrey, and in part to the London and South Western Railway Company, and situate in the parishes of Milbrook, All Saints, Saint Lawrence, and Saint Michael aforesaid, as will lie to the northward and north-eastward of the proposed embankment wall.

4. To empower the Company to dredge, scour, and deepen the bed and shore of the River Test or Southampton Water at any point or points within one mile from any part of the works proposed to be authorised by the Bill.

5. To empower the Company, for the purpose of supplying the intended tidal basin with water, to take and divert from time to time water from the River Test or the Southampton Water.

6. To empower the Company, so far as may be necessary for the purposes of the Bill, to extend, enlarge and maintain, and to cross, open, break up, alter, divert, stop up, or otherwise interfere with, temporarily or permanently, any turnpike or other roads, streets, highways, footpaths, quays, bridges, rivers, streams, water-courses, sewers, drains, gas and water or other pipes, telegraphic, telephone, electric, or other apparatus, and railways within all or any of the parishes or places aforesaid.

7. To authorise the Company to purchase and take by compulsion or otherwise and to hold lands, houses, and other hereditaments in the parishes or places aforesaid, or any estate, right, interest, or easement therein for the purpose of the intended works and of the Bill.

8. To authorise the Company to demand, take and recover tolls, rents, rates, dues, or other payments upon or in respect of persons, goods, wares, merchandise, cattle, articles, and things, vessels, boats, carts, carriages, and other vehicles using or passing over or carried upon, or frequenting, or resorting to the proposed tidal basin and works connected therewith, or any part or parts thereof, or any quays or landing-places (whether connected or not with the tidal basin), works or lands of the Company, or in respect of any services to be rendered or performed by the Company, and to confer exemptions from, and from time to time to compound for any such tolls, rents, rates, dues, or other payments.

9. To empower the Company from time to time to sell, lease, or otherwise dispose of, upon and subject to such terms and conditions as they think fit, and to raise money upon mortgage of all or any lands to be acquired or reclaimed, or works to be constructed by the Company under the Bill, and to vary or extinguish all or any rights or privileges in, over, or affecting any such lands.

10. To empower the Corporation, the Southampton Harbour Board, and the London and South Western Railway Company respectively from time to time to contribute funds towards the costs, charges and expenses of and incidental to the preparing, applying for, obtaining and passing and carrying into execution the intended Act, and to accept and hold shares in the capital of the Company, and to authorise the

said Corporation, Harbour Board and Railway Company respectively to apply for such purposes their respective funds and revenues, and to raise further moneys by borrowing on mortgage, or by bond or debenture stock, and (as regards the said Railway Company) by the creation and issue of new shares or stock, ordinary or preferential, or both.

11. To provide, if thought expedient, for the transfer to the Corporation of all or any of the powers of the Bill, or for the purchase by, or transfer to, the Corporation of any lands or works which may be acquired or executed by the Company, upon such terms (pecuniary and otherwise) and conditions as may have been or may be agreed, and to confer all necessary powers in that behalf upon the Company and the Corporation, and to enable the Corporation, after such transfer or purchase, to exercise all or some of the powers of the intended Act.

12. To authorise the Corporation, for any purposes of the Bill relating to them, to apply their funds, rates, and revenues, or any moneys which they have now power to borrow, and to borrow further moneys on the security of all or any such funds, rates, and revenues, or any of them, and of any property for the time being of the Corporation.

13. To empower the Company on the one hand, and the Corporation and the Southampton Harbour Board and the London and South Western Railway Company, or any or either of them, on the other hand, to enter into and carry into effect agreements with reference to any of the matters above contained in this Notice, and as to the terms and conditions and considerations (nominal or otherwise) upon which any land or property may be conveyed or demised to the Company by the Corporation, or the said Board or Railway Company.

14. To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer other rights or privileges.

15. To repeal, amend, alter, or extend the following local and personal Acts, or some of them (that is to say):—7 and 8 Vic., cap. 75; 48 and 49 Vic., cap. 170; and any other Act or Acts relating to the Corporation; 26 and 27 Vic., cap. 119; 40 and 41 Vic., cap. 81; and any other Act or Acts relating to the Southampton Harbour Board; 4 and 5 William IV, cap. 88; 2 Vic., cap. 28; and any other Act or Acts relating to the London and South Western Railway Company.

16. And notice is hereby also given, that on or before the 30th day of November, 1900, plans and sections of the works to be authorised by the Bill, and the lands and other property which may be taken for the purposes of or otherwise under the powers of the Bill, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and with the Town Clerk of the county borough of Southampton, at his office at Southampton.

Printed copies of the intended 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 17th day of November, 1900.

BIRCHAM and Co., 46, Parliament-street,
Westminster, S.W., Solicitors.

REES and FRERE, 5, Victoria-street,
Westminster, S.W., Parliamentary
Agents.

Board of Trade.—Session 1901.

Benwell and Fenham Urban District Electric Lighting.

(Application for Provisional Order under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, to authorise the Benwell and Fenham Urban District Council to Produce, Store, and Supply Electricity for all Public and Private purposes within the Urban District of Benwell and Fenham; to lay down Electric Lines, and to break open public and private Streets; to Manufacture, Hire, Sell, and Let Electric Apparatus; to acquire and appropriate Lands; to enter Houses and Buildings; to Construct Works; to levy Rates, Rents, and Charges; to make Agreements with Local Authorities and others; to Borrow Money, and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the Benwell and Fenham Urban District Council (in this Notice called "the Authority"), whose office is in Atkinson-road, Benwell, in the county of Northumberland, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following, among other purposes (that is to say):—

1. To authorise the Authority to produce, store, supply, sell, and distribute electricity for public and private purposes as defined by the said Acts, within the following area (hereinafter called "the Area of Supply"); or some part or parts thereof, that is to say, the whole of the Urban District of Benwell and Fenham, as the same is constituted at the commencement of the Order.

2. To authorise the Authority to purchase, acquire, take on lease, and hold lands, or interests, or easements in or over lands, and to construct, provide, lay down, alter, renew, and maintain on lands belonging to or held on lease by, or to be purchased or acquired by, the Authority, such stations and works for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity for all or any public or private purposes within the said area, or for the other purposes of the Order, together with all buildings, steam and other engines, dynamos, meters, machinery, apparatus, matters, and things necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter, and renew electric lines, wires, conductors, poles, mains, pipes, brackets, and other apparatus, fittings, and works for the supply and distribution of electricity in, over, under, upon, along, or across all the streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, public passages and places, canals, tramways, and railways within the area of supply.

3. To empower the Authority for the purposes of the said Order to open and break up all the streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares and public passages and places within the area of supply, and the following streets, roads and places not repairable by the local authority (that is to say):—Fairholme-road, Farndale-road, Ellesmere-road, Hampstead-road, Canning-street, Colston-street, Durham-street, Dolphin-street, Wellfield-road, Strathmore-road, Joan-street, Gerald-street, Buddle-road, Evelyn-gardens, Delaval-road, Benwell Dene-terrace, Railway-street, St. Margaret's-road, Scotswood-road.

4. The streets and roads in which it is proposed that electric lines and works are to be laid down within a specified time are the following

(that is to say):—Atkinson-road, Adelaide-terrace, Benwell-lane, Condercum-road, West Main-road or West Turnpike, and Scotswood-road, from the bridge of the North Eastern Railway which crosses it at Paradise to Atkinson-road.

5. To enable the Authority to take up, remove, relay, alter or interfere with any sewers, drains, tunnels, gas or water pipes, telegraphic, telephonic, electric and other wires and apparatus in, over or along any of the beforementioned streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, public passages and places and railways and tramways, or any or either of them.

6. To authorise the Authority to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, let, and supply meters, lamps, appliances, machinery and apparatus for and in relation to the production, supply, distribution, measurement, and use of electricity, and to make, receive, and recover rents and charges therefor.

7. To authorise the Authority to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

8. To empower the Authority to enter into contracts or arrangements with local authorities, companies, and persons in reference to the supply of electricity within the area of supply or any part thereof, and the works required therefor, and in reference to any easements in, over, under, or upon any property belonging to them, or any of them, or over which they, or any of them have any rights.

9. To empower the Authority to make charges and levy and recover rates, rents and charges for the supply of electricity.

10. To define and limit the prices to be charged for such supply.

11. To empower the Authority to borrow money and apply their funds and rates to all or any of the purposes of the Order.

12. To confer on the Authority all or some of the powers of the Gas Works (Clauses) Act, 1847, the Gas Works (Clauses) Act, 1871, the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and the Lands Clauses Act, except the provisions of the last mentioned Acts relating to the purchase and taking of lands otherwise than by agreement, and any Act or Acts amending the same, and such other powers, rights, and privileges as may be necessary or expedient for the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

13. On or before the 30th day of the present month of November, a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a time to be specified as aforesaid, and a copy of this advertisement will be deposited for public inspection in the office of the Clerk of the Peace for the county of Northumberland, at his office in the Moot Hall, in the city of Newcastle-upon-Tyne, and in the office of the Clerk to the Urban District Council of Benwell and Fenham, at Atkinson-road, in Benwell aforesaid.

14. And notice is hereby given that printed copies of the draft Order when applied for, and of the intended Order when made, may be obtained, at the price of one shilling for each copy, at the offices of the undersigned Solicitors and Parliamentary Agents, and at the said office of the Clerk to the Urban District Council of Benwell and Fenham, in Atkinson-road, in Benwell aforesaid.

15. And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Parliamentary Agents or Solicitors for the Order at their offices.

Dated this 23rd day of November, 1900.

WATSON, DENDY and BURTON, 141, Pilgrim-street, Newcastle-upon-Tyne, Solicitors.

DURNFORD and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Bexhill Pier (Provisional Order).

(Power to Bexhill Council to construct Pier and other Works; Dredging; Purchase of Lands; Tolls, Rates, &c.; Provisions for Management and Regulation; Byelaws; Borrowing of Money; Application of Funds; Leasing of Pier and Works; Incorporation and Amendment of Acts, &c., &c.)

NOTICE is hereby given that application is intended to be made, on or before the 23rd of December next, to the Board of Trade by the Bexhill Urban District Council (hereinafter referred to as "the Council") for a Provisional Order (hereinafter referred to as "the Order"), pursuant to and in accordance with the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 Amendment Act, for the following purposes or some of them, that is to say:—

To empower the Council:—

1. To make and maintain the work hereinafter described or some part or parts thereof (that is to say):—

A. promenade pier (together with a landing stage at the seaward end thereof), commencing at or immediately adjoining the west side of the existing building known as the Kursaal, upon property belonging to Earl De la Warr, extending thence in a south-westerly direction for a distance of 2,250 feet or thereabouts and there terminating, together with all proper landing stages, landing places, lamps, lamp-posts, tramways, roads, approaches, forbays, protection walls, footpaths, sheds, toll houses, toll gates or bars, cranes, hydraulic lifts, buoys, moorings, groynes, breakwaters, sewers, drains, and other works and conveniences connected therewith. The pier (with the exception of the forebay which is solid) will be constructed of open work throughout.

The said pier and works will be situate in the parish and urban district of Bexhill in the county of Sussex, and on the bed and shore of the sea adjacent thereto.

2. To erect and construct upon or near to the said pier and works pavilions or assembly rooms, concert rooms, aquaria, shops, saloons and bazaars, and reading, refreshment, and other rooms, and swimming and other baths, and other conveniences.

3. To deviate from the lines and levels of the said pier and works, as shown on the plans and sections hereinafter mentioned.

4. To deepen, dredge, and scour the bed and shore of the sea adjacent to the proposed pier

and landing stage and works, and to remove, utilise, or dispose of any rock, sand, mud, or other material dredged.

5. To purchase, take on lease, or otherwise acquire lands and hereditaments for the construction of the said pier and works and approaches thereto.

6. To levy and take tolls, rates, and duties upon or in respect of the said pier and works in respect of all persons and vessels using the same, and animals, goods embarked or disembarked thereat, and from time to time to alter such tolls, rates or duties, to confer, vary or extinguish exemptions from and to compound and agree with any person or persons with respect to the payment of such tolls, rates and duties and to confer, vary or extinguish other rights and privileges.

7. To provide for the management, use, regulation and protection of the pier, works and property, and the regulation and control of vessels, persons, animals and goods using the same, and to empower the Council to make, vary and rescind byelaws and rules in that behalf, and to impose penalties for the breach or non-observance of any such byelaws and rules and of any provisions of the proposed Provisional Order, and to empower the Council to appoint and remove pier masters, toll takers and other officers and servants, and to define the limits within which the powers of such pier masters, toll takers, officers and servants may be exercised.

8. To empower the Council to borrow money for all or any of the purposes of the Order and to charge the moneys so borrowed and interest thereon upon tolls, rates, and revenue arising under the said Order, and upon the district fund and general district rate of the district of the Council, and to empower the Council to apply any of their Corporate funds to any of the purposes of the Order, and to provide for the disposal and application of the tolls, rates, and revenue arising under the said Order.

9. To empower the Council to lease the whole or any part of the proposed pier and landing stage, pavilions, concert rooms, or other rooms, shops, saloons, bazaars, baths, and buildings, or the tolls, rates, rents, and duties to be levied or paid in respect thereof and to authorise any company or other parties to take the same on lease.

10. To incorporate with the Order, with or without amendment, all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the General Pier and Harbour Act, 1861, the General Pier and Harbour Act, 1861 Amendment Act, and the Lands Clauses Acts.

And notice is hereby also given that on or before the 30th day of November instant, plans and sections of the proposed works, with a copy of this Notice will be deposited with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and at the Customs House at Newhaven, and at the office of the Board of Trade, Whitehall-gardens, London.

On or before the 22nd day of December next printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same at the offices of the undersigned.

Dated this 14th day of November, 1900.

E. SHOLTO DOUGLAS, Clerk to the Bexhill Urban District Council.

REES & FRERE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Rugby Water and Improvement.

(Construction of New Waterworks; Acquisition of Lands and Easements Compulsorily and by Agreement; Interference with Land, Springs, Streams, Roads, and other Property; Sale or Lease of Superfluous Lands; Power to Discharge Water into Streams; Agreements with Landowners and Millowners as to Water Rights, Drainage, and Preservation of Purity of Water; Power to Prevent Discolouration and Contamination of Water; Repeal of Section 25 of Rugby Waterworks Act, 1863, and Variation of Existing Agreements with Millowners; Power to Supply Water and Levy Rates, Rents, and Charges; Pressure; Prevention of Waste; Regulations; Supply in Bulk; Erection and Maintenance of Reading, Refreshment Rooms, &c., in Pleasure Grounds; Charges of Admission thereto; Regulations as to Use and Enjoyment of Pleasure Grounds; Band of Music; Powers as to Infectious Diseases; Penalties for Selling Milk of Diseased Cows, and Powers for Dealing with Tuberculosis in Cows; Widening of West-street, Chapel-street and Upper Hillmorton-road, and New-road connecting Gas-street and Railway-terrace; Power to Council to Cleanse River Avon, and Apportion cost among riparian owners; Powers as to Markets and Fairs and Common Lodging-houses; Powers as to Buildings and Streets and Sanitary Matters; Powers with Regard to Police and Street Traffic; Powers with Regard to Hackney Carriages; Borrowing Powers; Raising and Application of Moneys; Provisions with regard to Existing Loans; Application of Water Revenue; Power to grant Gratuities to Officers injured in service of Council or to Charities Undertaking their Relief; Supply of Electric Fittings and Bye-laws in Relation thereto; Supply of Electricity to Adjoining Districts; Bye-laws; Penalties; Incorporation, Amendment, and Repeal of Acts.)

NOTICE is hereby given, that the Urban District Council of Rugby, in the county of Warwick (in this Notice referred to as "the Council"), intend to apply to Parliament in the next Session for leave to bring in a Bill for the following, or some of the following purposes:—

1. To empower the Council to make and maintain in the counties of Warwick and Leicester the following waterworks and other works or some of them, or some part or parts thereof:—

(1) A reservoir (hereinafter called the "Newton Reservoir" to be situate partly in the parish of Newton-and-Biggin and partly in the parish of Churchover, both in the county of Warwick and partly in the parish of Shawell in the county of Leicester, and to be formed by means of an embankment or dam crossing the stream which flows from Shawell Wood by Biggin Mill into the River Avon near St. Thomas's Cross, and hereinafter called "Shawell Brook," at a distance of 6 chains or thereabouts, measured in a northerly direction from the north-western corner of the dwelling-house attached to Biggin Mill and extending in a northerly direction to a point in the said Shawell Brook 10 chains or thereabouts measured in a north-easterly direction from the northern end of the culvert by which the said Shawell Brook is carried under the Great Central Railway near Caves Inn Farmstead. The said embankment or dam will extend from the centre of the said Shawell

Brook in a north-westerly direction for a distance of 7 chains or thereabouts and in a south-easterly direction for a distance of 8 chains or thereabouts.

(2) An alteration in the level of the main road leading from Atherstone to Daventry and known as Watling-street commencing in the said parishes of Churchover and Shawell at a point in the said road 5 chains or thereabouts measured in a north-westerly direction from the bridge carrying the said road over the said Shawell Brook near Caves Inn Farmstead, and terminating in the said parishes of Newton-and-Biggin and Shawell at a point in the said road 9 chains or thereabouts measured in a south-easterly direction from the said bridge.

(3) A line or lines of pipes (No. 1) commencing in the said parish of Newton-and-Biggin at or near the embankment of the intended Newton Reservoir, and terminating in the parish of Rugby in the county of Warwick in the subsiding reservoir at the Avon Pumping Station of the Council, which said line or lines of pipes (No. 1) will be made in, or pass from, through, or into the several parishes following, or some of them, that is to say, Newton-and-Biggin, Brownsover, and Rugby, all in the county of Warwick.

(4) A line or lines of pipes (No. 2) situate in the said parishes of Brownsover and Rugby, commencing in the parish of Brownsover in the pond of Brownsover Mill near to the said mill, and terminating in the said parishes of Brownsover and Rugby or one of them, at or near the engine-house at the Avon Pumping Station of the Council.

Together with all proper embankments, bridges, roadways, wells, tanks, basins, gauges, filters, dams, sluices, bye-washes, waste-weirs, out-falls, discharge-pipes, shafts, adits, tunnels, aqueducts, culverts, cuts, channels, conduits, mains, pipes, stand-pipes, junctions, valves, drains, telegraphs, telephones, engines, apparatus, roads, ways, approaches, buildings, houses, works and conveniences connected with the hereinbefore described works, or any of them or incidental thereto or necessary for conducting, inspecting, cleansing, repairing, or managing the same.

2. To authorise the Council to deviate from the lines of the intended works as shown upon the plans thereof, to be deposited as hereinafter mentioned, to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works as shown upon the sections thereof, to be deposited as hereinafter mentioned, to such extent as the Bill may prescribe.

3. To empower the Council to purchase and take or acquire by compulsion or agreement, and to take on lease, and to use and to hold within the parishes aforesaid lands, streams, springs, waters, houses, works, and hereditaments, and rights and easements in, over, or connected with lands, streams, springs, waters, houses, and hereditaments for the purpose of constructing the said intended works, or other purposes of the Bill, or of their waterworks undertaking, and also to vest in the Council the right of using temporarily or permanently all or any of the existing works of the Council for storing the waters of the Shawell Brook and its tributaries, and the River Avon and its tributaries, to be obtained under the powers contained in the Bill, and any other waters from time to time obtained by the Council from any other source for purposes of water supply; and to empower the Council to purchase so much only of any property as they may require for the purposes of the Bill, without being subject

to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

4. To empower the Council to acquire compulsorily easements or wayleaves in or under lands in the said parishes for the purposes of the works above described, instead of purchasing such lands, and to exercise and do on any lands such works, matters and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act, 1847.

5. To authorise the Council to hold any lands which they may acquire under the powers of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale or disposal of superfluous lands, and if thought fit to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

6. To empower the Council, so far as may be necessary for executing the purposes of the intended Act, to lay down, maintain, and renew or remove mains, pipes, conduits, and other works and apparatus for the supply of water, in, under, along, through, over, and across, and to break open, cross, alter, raise, lower, stop up, divert, or interfere with (temporarily or permanently) highways, public or private streets and roads, bridges, railways, tramroads, tramways, sewers, drains, culverts, rivers, streams, watercourses, footpaths, ways, passages, and other places, and to alter the position of, remove, and interfere with (temporarily or permanently) gas and water mains, pipes, and works, telegraphic, telephonic, and electric pipes, lines, wires, posts, and apparatus, and any other works laid or placed in, under, along, or over any highways, streets, roads, bridges, footpaths, ways, passages, and places.

7. To discontinue as public highways and to vest in the Council the site and soil of all public roads and footpaths shown upon the said plans as intended to be diverted or stopped up under the powers of the Bill, and to extinguish all rights of way and other rights in or over any lands which shall be taken under the powers of the Bill and to provide for the maintenance and repair of the new or substituted portions of roads and footpaths by, and at the expense of, the road authorities or other persons respectively who are for the time being legally liable for the repair and maintenance of the respective portions of roads and footpaths so diverted, or otherwise as may be prescribed by the intended Act.

8. To make such provision as may have been or may be agreed upon, or as may be thought proper by Parliament or be prescribed or authorised by the intended Act for the protection and benefit of the landowners, mineowners, owners of mills and other works, and other bodies and persons whose property rights and interests will or may be affected by the intended works and of their property, rights, and interests, and to authorise, confirm, or give effect to any agreements or arrangements which may be entered into between the Council and any such land, mine, mill, or other owners, bodies, or persons or some or any of them.

9. To empower the Council from time to time to take, collect, divert, impound, and convey by means of the intended Newton Reservoir and other waterworks, and to appropriate and use for the purposes of their water undertaking, and for the supply of water under the powers of the Bill, the waters of the said Shawell Brook and its tributaries, and of all other burns, sikes, streams, springs and waters, which flow directly or indirectly into the said Shawell Brook, above the

site of the intended embankment, and which will or may be taken, collected, diverted, impounded, or conveyed by the intended Newton Reservoir and other works, all of which said waters now flow into and along the said Shawell Brook into the River Avon, the waterworks at Emscote of the Corporation of Warwick and the pumping tank or reservoir at Rugby of the London and North Western Railway Company, thence into the Severn Navigation, Gloucester and Berkeley Canal, Hereford and Gloucester Canal, the Avon Navigation, and the River Severn, and thence into the Bristol Channel.

10. To authorise the Council to take, intercept, collect, impound, use, divert, and appropriate for the purposes of their existing water undertaking, and for the purposes of the Bill the waters of the River Avon, and all tributary streams and springs of the said river at and above Browns-over Mill Dam in the urban district of Rugby, which said waters now flow into and along the said River Avon, and thence into the reservoirs and navigations mentioned in the last preceding paragraph of this notice.

11. To authorise the Council to discharge water from any of the intended works into any streams or water-courses on the line thereof, or near thereto, or with which such works may be made to communicate.

12. To make provision with reference to the quantity or amount of compensation (if any), by water or otherwise, to be given by the Council in respect of the proposed taking, impounding, and diverting of water, and (in case of compensation by water) with reference to the time and manner of the delivery thereof, and the mode of measuring or ascertaining the quantity to be delivered.

13. To make special provision for protecting the waterworks property and water supply for the time being of the Council, and for preventing the pollution of the streams, springs, and gathering grounds and sources of water supply of the Council whether existing or to be acquired under the powers of the Bill; and to confer on the Council all necessary powers in that behalf.

14. To empower the Council as regards any lands within any drainage area in which the waters which the Council may be authorised to impound or take arise or flow, to make and enforce bye-laws for maintaining the purity and preventing the polluting, fouling, contaminating, or discolouring of such waters, and for intercepting, controlling, and disposing of any foul waters or matter arising or flowing upon, in, through, over, or from any such lands, and by such bye-laws (inter alia) to prescribe the construction, laying down, and maintenance of drains, sewers, watercourses, and other works and conveniences necessary and proper for the purposes aforesaid, in, through, over, and upon any of the said lands, and to make compensation to persons interested in such lands, who shall be injuriously affected by the said bye-laws.

15. To empower the Council and the local and any public authority of, or having any jurisdiction in any district in which any such lands are situate, and the owners, lessees, and occupiers of any such lands, to enter into and fulfil agreements for or in relation to the maintenance of the purity and prevention of the polluting, fouling, contaminating, or discolouring of the waters which the Council are so authorised to impound or take as aforesaid, and to confirm any such agreements as may have been, or which, during the progress of the Bill, may be entered into for or in relation to the purposes aforesaid, or any of them.

16. To make such provision (if any) as the

Bill may prescribe, or as Parliament may authorise or require, with reference to the supply of water by the Council by means of their existing or intended works, or any of them, to other local sanitary and other authorities and bodies, whether within or without the Council's authorised limits of supply, and the terms, conditions, limitations, rights, and reservations under which any such supply is to be afforded by the Council.

17. To authorise the Council on the one hand, and any local or sanitary authority, county, district, or parish council, corporation, company, trustees, bodies, persons or person (corporate or not corporate) on the other hand, to enter into and carry into effect, and to vary or rescind contracts and agreements for the sale or supply by the Council from their existing and their intended works, or either of them, of water in bulk by measure or otherwise, to any such authority, corporation, company, trustees, bodies, persons or person, for use either within or beyond the limits, for the supply of water by the Council on such terms and conditions as may be agreed between them, or the Bill may prescribe and to authorise such authority, Councils, corporations, and bodies respectively to raise money for the purpose of carrying out any such agreements; or any of the provisions of the Bill, and to charge the same on any funds, rates, or revenues under their control.

18. To extend the powers of the Council in regard to the construction, laying down, erection, and maintenance of mains, culverts, drains, pipes, sluices, wells, tanks, cisterns, engines, machinery, buildings, works, and conveniences, and to make all or some of the provisions of the Public Health Acts applicable to such works throughout the area of supply, and the parishes in which the works above described be situate.

19. To repeal Section 25 of the Rugby Waterworks Act, 1863, and to provide that the compensation paid by the Rugby Local Board of Health (the predecessors of the Council) to the proprietors of Rugby Mill, the Most Noble the Duke of Buccleuch and Queensberry, Mrs. Ross Gray Seymour, Mr. Charles Walford Wilcox, and Mr. Henry Allesley Ward Boughton-Leigh, under certain agreements made with them, shall be accepted and taken as full compensation for all water diverted, taken, used, and appropriated by the Council from the River Avon and its tributaries for the purposes of their water undertaking, not exceeding in the whole 400,000 gallons daily on the ordinary average of the whole year, without regard to the situation or capacity of the pipe or pipes by which the same may be taken.

20. To empower the Council to levy and recover rates, rents and charges for the supply of water, meters, and fittings, and to increase, alter, or reduce the rates, rents, and charges authorised by the Rugby Waterworks Act, 1863.

21. To make provision with respect to the payment of the water rate by owners of small houses, and with respect to the supply of water to buildings used partly as a dwelling-house and partly for any trade or manufactory or business, and to tenements in a row or group the supply by common pipes, for the prevention of waste, misuse, undue consumption, or contamination of the water of or to be used by the Council for the purposes of their supply, and with respect to the fittings to be used for the purposes of the supply and user of the said water, and for protecting, repairing, and removing the said fittings, and for defining and preventing frauds on the Council in relation to such supply and user, and to empower the Council from time to time

to make and enforce by penalties or otherwise bye-laws, rules, and regulations for, and in relation to the several matters aforesaid, with all requisite powers of entry on the premises so supplied or to be supplied; to authorise the Council to supply meters, pipes, fittings, and other apparatus, and to execute plumbing and other work and to charge for the same; to lay pipes in streets not dedicated to the public use; to extend the provisions of Section 35 of the Rugby Waterworks Act 1863, to the intended waterworks; to make special provision for protecting the waterworks, property, and water supply of the Council and for preventing the pollution of the streams and gathering grounds and sources of water supply of the Council; and to confer on the Council all necessary powers in that behalf.

22. To authorise the Council to erect, provide, equip, maintain, furnish and let, waiting, refreshment, assembly, concert, and other rooms and saloons; pavilions, and other accommodations for music and other public entertainments, and assemblies, shops and other places and conveniences in the pleasure and recreation ground belonging to or held by them, and to charge for admittance to and use of any such rooms, buildings, places, conveniences, and grounds, and for admission to such entertainments and assemblies, and to appoint and employ persons to manage and to take charge of such pleasure grounds, buildings, and premises, or any of them, on such terms and conditions and subject to such regulations and restrictions as the Council may deem fit, and to provide apparatus for games and to set apart portions of pleasure grounds for games and to close pleasure grounds for special purposes, and to provide that the pleasure grounds shall be deemed streets for certain purposes, and to authorise the Council to provide and let chairs therein, and to contribute to a public band of music for the district and to provide seats on roadside.

23. To confer on the Council larger powers than they now possess with regard to infectious disease, including, amongst others, the following powers (that is to say):—To enable the Council to require cowkeepers and persons engaged in washing or mangling clothes to furnish lists of the customers and owners of clothes respectively, in certain cases, to enable the Council to provide nurses; to make rules and regulations as to the order and governance of the isolation hospital, and the patients therein, to require dairymen to notify infectious disease existing amongst their servants, to prohibit infected persons from carrying on certain businesses, and to enable the Council to compensate dairymen and nurses for loss, and to make provision for protection against infection of books from lending library.

24. To make provision for protecting the public against the spread of disease by the sale within the district of the milk of cows with diseased or indurated udders, and for taking samples of milk within the district for the purpose of bacteriological examination, and for the entry of the medical officer of the district, or a specially-authorised inspector into any byres or cowsheds or other places, within or beyond the district where cows are kept, from which milk is sent for sale within the district, to examine the cows therein, for the purpose of ascertaining whether such cows suffer from diseased or indurated udders, and for preventing the milk of cows so affected being sent for sale within the district, and for imposing penalties with reference to the matters aforesaid.

25. To authorise the Council to make and

maintain the following street improvements and other works, or some or one of them, or some part or parts thereof respectively (that is to say):—

- (a) A widening of West-street on the western side thereof between West Leyes and the north side of the yard at the rear of Lagoe-place, commencing in West Leyes at the south-west corner of No. 34, and terminating at the pillar on the west side of the entrance to the builder's yard occupied by Mr. William Gerard Satchell.
- (b) A widening of West-street on the eastern side thereof and of Chapel-street on the southern side thereof, commencing in West-street at the passage on the south side of No. 1 West-street, and terminating in Chapel-street at the passage on the eastern side of No. 28, Chapel-street.
- (c) A new road 30 feet in width, commencing in Gas-street and Pinder's-lane at the gateway on the west side of the property of the Rugby Gas Company and terminating in Railway-terrace between the offices of the Gas Company and the house No. 11, Railway-terrace.
- (d) A widening of Upper Hillmorton-road on the south side, commencing at the eastern boundary of the pleasure-ground of the Council and terminating at the western boundary of the dwelling-house and premises called "Elmhurst."

The whole of the above works will be situate in the parish and urban district of Rugby, in the county of Warwick.

26. To authorise the Council to make, maintain, and work in connection with, or for the purposes of, the aforesaid works or any of them, all necessary and proper approaches, roadways, paths, piers, piles, abutments, embankments, walls, stairs, stages, fences, drains, sewers, machinery, apparatus, works and conveniences.

27. To authorise the Council to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

28. To empower the Council to make all necessary and convenient junctions and communications with any roads or streets intersected, or interfered with by the intended works, and to cross, open, or break up all such roads, highways, streets, places, sewers, pipes, and telegraphic or telephonic or other like apparatus within the parish aforesaid, as it may be necessary or convenient to cross, open, or break up for the purposes of the intended works.

29. To authorise the Council to purchase and take by compulsion and also by agreement all lands, tenements, and hereditaments in the aforesaid parish and district, which it may be expedient to purchase and acquire for the purposes of the intended works of street improvements or any purposes connected therewith, and of the Bill and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to authorise the Council to enter upon all or any of the lands on which it may be expedient to enter for the purpose of executing the said works, and to empower the Council to purchase so much only of any property as they may require without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

30. To provide that where any portion of the River Avon situate in the parishes of Clifton-upon-Dunsmore, Brownsover, Rugby, Newbold-on-Avon, and Bilton, between Clifton Mill

and a point 3 chains or thereabouts north of the weir on the west side of Newbold Grange, or any outfall for water therefrom or any defence against water between the said points shall not be cleansed and maintained in a due state of efficiency to prevent obstruction to the flow of the river, the Council may resolve that the same be cleansed by the riparian owners and occupiers; and in default of compliance with such resolution, may execute the necessary works and recover the costs thereof from such owners or occupiers according to the frontage of their respective lands.

31. To confer further powers on the Council with reference to markets and fairs, and to authorise the Council in connection with their markets to erect buildings for the accommodation of cattle and other animals, and to provide fodder and to take charges therefor, to set apart portions of the markets for auction grounds, and to establish and let refreshment houses in the markets and to regulate the holding of fairs in the district.

32. To confer on the Council new and enlarged powers, and to make further provisions with reference to buildings and streets, including amongst others the following (that is to say):— The definition of new buildings, approval of plans by the Council to be void after certain intervals, retention of plans deposited with the Council, power to the Council to vary position or direction of new streets; to define commencement and future line of streets, intersecting streets, and to prohibit the erection of new buildings until line of street defined, to impose penalties on occupiers of houses preventing the owners from giving effect to the requirements of the Council, to provide for crossings for horses or vehicles over footpaths, the lopping of trees or shrubs overhanging streets and footpaths; the fencing of vacant land and garden forecourts, entrances to courts not to be closed, height of chimneys and buildings, and erection of buildings to greater height than adjoining buildings, and to provide that the elevation of buildings erected on land becoming front land through improvements made by Council shall be subject to approval of Council; to restrict advertisements on vehicles and hoardings; to regulate the use of sky-signs, and to provide that unfenced ground adjoining a street shall be a public place for the purposes of the Vagrancy Acts.

33. To confer on the Council further powers with reference to sanitary matters, including amongst others the filling up of cesspools, empowering the medical officer to test drains, extending Section 41 of the Public Health Act, 1875, to enable the Council to provide lavatories, to require urinals to be attached to refreshment houses, to provide that cisterns liable to contamination shall be deemed a nuisance, to provide for the removal and prevention of projections over streets, and for the paving and lighting of yards and courts; to enable the Council to make bye-laws as to water-closets, to order houses to be drained by a combined operation and to require separate sewers for sewage and surface water.

34. To enable the Council to make regulations as to lodging-houses, to refuse registration in certain cases, and to extend the provisions of the Public Health Acts in regard to lodging-houses and to night shelters.

35. To confer powers on the Council with regard to the inspection of hackney carriages, the granting of occasional licenses for public vehicles, and to apply the provisions of the Town Police Clauses Acts, 1847 and 1889, and the bye-laws made thereunder with respect to hackney car-

riages to railway stations and the approaches thereto, as if such railway stations were hackney carriage stands or a street, and to make applicable the provisions of those Acts with respect to the regulation of fares to hackney carriages, taking up and setting down passengers within the district, but which go outside the district.

36. To empower the Council to extend the provisions of any existing bye-laws, to make new bye-laws, rules and regulations with reference to all or any of the foregoing matters, and to enforce the same by penalties or otherwise, or to vary or rescind the same, and to confer upon them all powers, rights, authorities, and privileges, which are or may become necessary for carrying the powers granted by the intended Act into execution, to vary or extinguish all existing rights or privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

37. To make further provision for the prosecution of offenders, the bringing of actions and proceedings, and the signing and service of orders, contracts, and notices.

38. To authorise the Council to grant gratuities to their officers or servants who may be injured in their service, and to any charity undertaking the relief of such officers, and to regulate and authorise the sums to be paid out of the funds of the Council to such purposes.

39. To authorise the Council to make and enforce bye-laws and regulations with reference to electrical fittings in buildings supplied with energy, and to supply any fittings, lamps, motors, apparatus, and other articles and things used for or in connection with the supply or consumption of electrical energy, upon such terms and conditions as the Council may determine, and to empower the Council to allow discounts upon the payment of charges for the supply of electrical energy.

40. To empower the Council to supply electrical energy to any local authority, company, or person within any adjoining or neighbouring district or parish.

41. To enable the Council to make bye-laws as to steam organs, shows, and caravans; to impose penalties on persons betting in streets; to provide that the captain of the fire brigade shall have control of operations at fires; to authorise police constables to break open premises in case of fires; to authorise the Council to allow the Volunteer Corps to have the use of premises belonging to the Council for drill and storage of arms.

42. To empower the Council to deal with waste land or roadside waste within the district, and to enclose or sell or exchange the same, and to provide for the application of moneys arising therefrom.

43. To empower the Council for the purposes of the Bill to raise further moneys, and to charge the same by mortgage or other means on the district fund and general district rate of the district, and upon the revenue of the waterworks undertaking, and the rates and revenues to arise under the Bill, or other funds, rates, and revenues of or under the control of the Council, or on any of such funds, rates, and revenues, as they may determine, and to make further provision with reference to the debts of the Council and otherwise in relation to the finances, rates, and revenues of the Council.

44. To confirm or to otherwise give effect to any agreements which may be made before the

passing of the Bill, touching any of the matters mentioned or contained in this Notice.

45. To incorporate with the Bill or make applicable thereto with such alterations, modifications, or exceptions as may be deemed necessary or expedient, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869, and 1883, the Waterworks Clauses Acts, 1847, and 1863, the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Act, 1875, the Public Health Act, 1875 (Support of Sewers) Amendment Act, 1883, the Markets and Fairs Clauses Act, 1847, the Towns Improvement Clauses Act, 1847, and the Towns Police Clauses Act, 1847, and of any Acts amending or extending the same Acts respectively.

46. To alter, amend, extend, or repeal the provisions of the Rugby Waterworks Act, 1863, the Rugby Electric Lighting Order, 1899, and all other Acts and Provisional Orders confirmed by Parliament relating to the Council or their waterworks undertaking, or to the subject matter of the Bill, so far as may be necessary for effecting any of the purposes of the Bill; and to vary or extinguish all rights, privileges, and exemptions inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer other rights, privileges, and exemptions.

47. And notice is hereby also given, that on or before the 30th day of November instant duplicate plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this Notice as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Warwick at his office at Leamington and at the office of the Clerk of the Peace for the county of Leicester at his office at Leicester, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to any of the areas hereinafter mentioned in or through which the intended works or any of them or any part thereof, will be made to pass, together with a copy of the Notice published as aforesaid, will be deposited with the officers hereinafter respectively mentioned at their respective offices or places of abode (that is to say):—

As regards the urban district of Rugby with the Clerk of the Urban District Council thereof, at his office.

As regards any of the before-mentioned parishes being rural parishes having a Parish Council with the Clerk of the Parish Council, or if there is no Clerk with the Chairman of such Parish Council.

As regards any of the said rural parishes not having a parish council, with the Clerk of the Rural District Council of the district in which such parish is comprised.

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 16th day of November, 1900.

T. M. WRATISLAW, Solicitor, Rugby.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

Derby Corporation.

(Extension of Boundaries of the Borough of Derby and of Derby Poor Law Union; Dissolution of Urban District Council of Alvaston and Boulton; Rural District Councils of Shardlow, Repton and Belper; and Parish Councils of Littleover Darley Abbey, Normanton, Osmaston, Mickleover, Spondon, and Chaddeston; Also Dissolution of School Boards of Alvaston and Boulton, Normanton, Osmaston, and Mickleover, and the Burial Boards of Normanton and Spondon; Detaching Areas to be Added to Existing Borough from Jurisdiction of County Council and Justices and all Local Authorities; Consolidation into One Parish of the Extended Borough; Alteration of School Boards, School Attendance Committees, Highway and Burial Boards, Boards of Guardians, District Councils; Parochial Committees; County Electoral and other Districts; Appointment by Corporation of Committees, Overseers, and Assistant Overseers; Assessing and Levying and Altering and Exempting from Rates; Constitution and Naming of New Wards and Alteration of Existing Wards; Detachment of Added Areas from Shardlow and Burton on Trent Poor Law Unions and Constitution of New Poor Law Union or Parish; Attaching Parts of Parishes not Included in Added Areas to Parish or Township Adjacent Thereto; Assessment Committee; Apportionment and Adjustment of Debts and Liabilities of Added Areas; Extension of Powers and Jurisdiction of Corporation and Sanitary Authority Board of Guardians and of the Recorder, Clerk of the Peace, Justices, Town Clerk, Coroner, Police and other Officers to Added Areas; Constitution of the Corporation as Burial Board for the Extended Borough; Construction of Tramways in Borough and County of Derby; Gauge and Motive Power; Agreements with Adjacent Authorities with Respect to Tramways, Reconstruction of Lines, Alteration and Adaptation of Existing Tramways for Working by Mechanical Power and Attaching Posts, &c., to Houses, &c.; Power to Reduce Width of Footways; Supply of Electric Energy by Corporation and Agreements with Local Authorities; Power to Corporation to Purchase, Lease, Work, Run Over, and Use Tramways, Tramroads, and Light Railways in Adjacent Districts, and Agreements with Local Authorities and Others with respect thereto; Power to Corporation to Work Tramways, Owned, Leased, or Run Over by Them; Street Widening and Works and Acquisition of Lands therefor; Motors Cars and Omnibuses; Construction of Additional Waterworks; Provisions for Protecting Water from Fouling and Affecting Consumers of Water; Construction of Sewerage and Sewage Disposal Works and Acquisition of Lands Therefor; Deviation; Exemption from Section 92 of the Lands Clauses Consolidation Act 1845; Appropriation of Lands for Building Purposes, &c.; Underpinning; Construction of Generating Station for Electricity and Acquisition of Land Therefor; Erection of a Crematorium; Street Works in the Borough; Provisions as to Streets, Buildings, Sewers and Drains, Street Advertising, Sanitary Matters, and By-laws with respect thereto; Appointment of more than One Inspector of Nuisances; Conversion of Closets into Water or Waste Water Closets; Public Conveniences; Provisions as to Infectious Diseases; Nuisances; Sale of Ice

Creams and Bye-laws with respect thereto; Provisions as to Children Trading or Begging in the Street; and Making Bye-laws and Regulations with respect thereto; Power to the Corporation to Provide Homes for Such Children; Common Lodging Houses; Amendment or Repeal of Certain Provisions of Public Health Acts with Respect to Drains; Betting in Streets; Unfenced Ground; Sky-signs; Extension of Electric Lighting Area; Establishment of Turkish Baths; Fire Brigade and Pension Fund; Acquisition of Lands; By Compulsion or Agreement; Rating and Financial Provisions; Levying of a General Rate; Borrowing Powers; Sanctioning Expenditure for Municipal Technical College and Borrowing Powers in Connection Therewith; Extending Limits of Rating Imposed by Technical Instruction Acts and Public Library Acts; Repeal of Sections 43 to 46 of the Derby Corporation Act, 1877, as to District Rating; Repeal Amendment and Incorporation of Acts; and Other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session of 1901 by the Mayor, Aldermen, and Burgesses of the Borough of Derby, in the county of Derby (hereinafter called "the Corporation,") for an Act for all or some of the following amongst other purposes, that is to say:—

Extension of Borough.

To alter and extend the boundaries of the existing borough, and to include within the boundary as extended, in addition to the existing borough, the following parishes and districts, or portions of parishes and districts, all in the county of Derby (that is to say):—

- (a) The whole of the parish of Darley Abbey.
- (b) So much of the parish of Mickleover as lies to the south-east of the main road from Derby to Uttoxeter, and is numbered 226 in such parish.
- (c) So much of the parish of Littleover as is bounded by a line commencing at a point in the western boundary of the existing borough at or near the centre of the Uttoxeter-road opposite the south-west corner of grounds enclosing the Derby Union Workhouse, passing thence in south-westerly and southerly directions respectively along the boundary between the said parish of Littleover and the parish of Mickleover to the south-west corner of field No. 362, thence in southerly and easterly directions respectively along the western and part of the southern boundary of field No. 361, thence in a south-westerly direction along the north-westerly boundaries of fields Nos. 389, 388 and 185 to Chain-lane, thence in a south-easterly direction along the north-eastern side of Chain-lane to and across the main road from Derby to Burton-on-Trent, thence in a south-westerly direction along the south-easterly side of the said Burton main road to the north-west corner of field No. 191, thence in an almost southerly direction along the western boundary of the said field No. 191, across Briery-lane and along the western boundary of field No. 193, thence in an easterly direction along the southern boundary of the said field No. 193 to Stenson-lane, thence in a south-easterly direction across the said lane to the south-west corner of field No. 245, thence in an easterly direction along the

southern boundary of the said field No. 245, thence in an almost wholly south-easterly direction along the south-western boundaries of fields Nos. 303, 304 and 327 respectively to the southernmost corner of the said field No. 327, thence along the boundary between the said parish of Littleover and the parish of Normanton to the point of junction of the existing borough with such parishes, and thence along the boundary of the existing borough to the point of commencement of the said line.

- (d) The whole of the parish of Normanton.
- (e) So much of the parish of Sinfin and Arleston as is bounded by a line commencing at a point where the western corner of enclosure No. 10 abuts on the southern boundary of the parish of Normanton aforesaid, passing thence in an easterly direction along the southern boundaries of the said enclosure No. 10, fields Nos. 5 and 4, and enclosures Nos. 6 and 14 respectively, to the lane leading from Normanton Barracks to Sinfin Moor, and thence along the boundary between the said parish of Sinfin and Arleston and the said parish of Normanton to the point of commencement of the said line.
- (f) The whole of the parish of Osmaston.
- (g) The whole of the parish and Urban District of Alvaston and Boulton.
- (h) So much of the parish of Chaddesden as is bounded by a line commencing at a point in the centre of the River Derwent opposite the north-east end of enclosure No. 404, passing thence along the boundary between the said parish of Chaddesden and the parish of Osmaston aforesaid to a point in the centre of the said River Derwent opposite the south-east corner of enclosure No. 405, and thence in a north-westerly direction along the centre line of the said River Derwent to the point of commencement of the said line.
- (i) So much of the parish of Chaddesden as is bounded by a line commencing at a point in the boundary of the existing borough where the old boundary between enclosures Nos. 166 and 167 terminated, and passing thence in a north-easterly direction along the said old boundary to the outer bend of Occupation-lane No. 232, thence in an easterly direction across such lane to the westerly corner of field No. 233, thence in a south-easterly direction along the north-east side of Occupation-lane aforesaid to the main road from Derby to Nottingham, thence in north-easterly, easterly, and south-easterly directions, respectively along the north-west, north and north-east boundary of the said main road to a point opposite the south-east boundary of No. 310, thence in a south-westerly direction across the Nottingham-road, along the south-east boundaries of Nos. 310 and 308 and 331 respectively (being part of the Nottingham-road Cemetery belonging to the Corporation of Derby) and across the Derby Canal to a point opposite the said last-mentioned boundary, thence in a north-westerly direction along the south-west boundary of such canal to a point thereon and on the boundary of the existing borough at the north end of No. 171; and thence along the boundary of the existing borough to the point of commencement of the said line.
- (j) So much of the parish of Spondon as is bounded by a line commencing at a point on the south fence of the Midland Railway from

Derby to Nottingham about 53 yards east of the north-west corner of field No. 433, passing thence in a southerly direction across such field and along the western boundary thereof, across Megaloughton-lane and along part of the western boundary of No. 445, thence in two straight lines and in a south-westerly direction across the centres of fields Nos. 445 and 446 respectively to the north-east corner of field No. 443, thence in a southerly direction along the eastern boundary thereof to the centre of the River Derwent, thence along the boundary between the said parish of Spondon and the said parish of Alvaston and Boulton (which is for the greater part on the centre line of the River Derwent) to a point in the said river opposite the south end of the eastern boundary of enclosure No. 750, thence in a north-easterly direction along the east boundary of such enclosure to the south boundary of the Midland Railway from Derby to Nottingham aforesaid and thence in a westerly direction along the southern boundary of the said railway to the point of commencement of the said line of boundary.

The areas so proposed to be added to the borough are in this notice referred to as "the added areas," and the borough as proposed to be extended by the intended Act is hereinafter referred to as "the extended borough."

The numbers specified in all the above descriptions in relation to any properties in a parish are in all cases (except where otherwise expressly stated) the numbers whereby those respective properties are distinguished on the 1/2500 Ordnance map of that parish.

The added areas will be shown on a map of the present and proposed extended boundaries of the borough, which will be deposited in duplicate for public inspection with the Town Clerk of the borough, at his office at the Town Hall, Derby, on or before the 30th day of November, 1900.

To extend and make applicable with or without modification to and throughout the added areas all or some of the powers, rights, privileges, authorities, and duties of the Corporation as a municipal Corporation and as an Urban Sanitary Authority or otherwise, and to vest in the Corporation for the benefit of the extended borough all the property of the Corporation, subject to the duties and liabilities affecting the same.

To extend the jurisdiction, powers, authorities, rights, privileges, and duties, or some of them, of the Recorder, Justices of the Peace, Clerk of the Peace, Town Clerk, Coroner, Judge and Registrar of the Borough Court of Record, Elective Auditors, and police constables, and other officers appointed for the existing borough, to and throughout the extended borough, and to provide for the trial of offences committed in the added areas and causes of action arising therein.

To extend and make applicable to the extended borough all charters, bye-laws, rules, and regulations, and the provisions of the local and general Acts and Orders now in force within the existing borough, with such additions, variations, and exceptions as may be provided by the intended Act, and to repeal or render inapplicable some of the enactments now in force within the added areas.

To exempt the added areas from all contributions to county expenditure and from the payment of county, highway, poor, police, school board, sanitary, district, local, and other rates which now are or which by law might be levied within the added areas or any part thereof, and

to provide with respect to the apportionment, recovery, and application of the aforesaid rates or any of them.

To make proper provisions in relation to municipal and other elections consequent on the extension of the borough and all matters incidental thereto, and the preparation of Burgess Lists and Roll Parliamentary Parochial and County Electors' Lists and registers and other lists and registers and for those purposes or any of them to apply, with or without modification, the provisions of the Municipal Corporations Act, 1882, the Ballot Act, 1872, and any other Act or Acts relating to the matters aforesaid.

To constitute new wards or to constitute the added areas separate wards or parts of wards to be constituted by the intended Act, and to alter the boundaries of existing wards accordingly, or to include the added areas or parts thereof in some existing ward or wards of the borough.

To alter or to make provision for the alteration of the names, numbers, and boundaries of the wards, and the constitution and number of the Council of the borough, and to provide, if thought fit, for the allocation to the new wards of the existing Councillors of the borough.

To provide for the deposit of maps of the extended borough, and for making certified copies of or extracts from such maps evidence in all courts and proceedings.

To detach or separate the added areas or parts thereof as hereinbefore defined being the parishes or parts of the parishes of Alvaston, and Boulton, Littleover, Normanton, Osmaston, Sinfen and Arleston, Spondon and Chaddesden, from the Shardlow Poor Law Union and the part of the parish of Mickleover hereinbefore defined from the Burton-on-Trent Poor Law Union and to constitute a new Poor Law Union or Poor Law Parish as may be defined in the Bill, and to extend and apply to the added areas the jurisdiction of the Board of Guardians of the Derby Union or parish and the unrepealed provisions of any Local Act and of any Provisional Order duly confirmed by Parliament affecting those Guardians.

To detach the added areas included in the extended borough from the jurisdiction of the County Council, Justices of the Peace, whether acting in sessions or otherwise, sheriff's, coroner's, and all other officers of the county of Derby, and from the school, highway, and burial boards, guardians, district councils, school attendance committees, parochial committees, commissioners, overseers, lighting, and other local authorities, bodies and officers having jurisdiction in the added areas, and to dissolve the Alvaston and Boulton Urban District Council and the Shardlow, Repton, and Belper Rural District Councils, and the Littleover, Darley Abbey, Normanton, Osmaston, Mickleover, Spondon, and Chaddesden Parish Councils, and the Alvaston and Boulton, Normanton, Osmaston, and Mickleover School Boards, and the Normanton and Spondon Burial Boards, and to rescind and annul all resolutions and Provisional orders, whereby the Public Health, Local Government, Sanitary, Burial, Education, or other Acts, or any of them have been put in force within the added areas or any part thereof, and to repeal, so far as they relate thereto, all Acts confirming such orders, or putting in force such Acts or Act; and to transfer to the Corporation and to the Derby School Board, or one of those bodies, all or some of the lands, buildings, and property of, and of the estates, rights, powers, duties, privileges, and liabilities vested in or imposed on the said respective councils, committees, boards, sanitary, education, and local

authorities, bodies, and officers, and to provide (so far as may be necessary) for the adjustment, satisfaction, or apportionment of their respective debts, liabilities, and obligations, the apportionment of current rates, and for the making of compensation to any officer wholly or partially displaced by reason of any provision of the intended Act.

The intended Act will or may provide for the parts of the said parishes not included in the added areas being attached to a parish or township adjacent thereto.

To constitute the Corporation the burial board for the extended borough, and to confer or impose upon the Corporation all powers, rights, duties, and obligations of a burial board.

To make provision for the repair of the roads and bridges or any of them respectively within the added areas, and (if thought fit) for the transfer to the Corporation of such roads and bridges or any of them respectively, and of any police stations or other county buildings in the added areas, and of any portion of the police force and police pension fund of the county of Derby.

To alter or provide for the alteration of the boundaries of the electoral district of the county of Derby, if and so far as may be deemed expedient by reason of the extension of the existing borough.

To consolidate the parishes and parts of parishes constituting the extended borough into one parish for all purposes other than ecclesiastical purposes, and to confer upon the Corporation the power of appointing overseers, assistant overseers, and the powers of a vestry under the Poor Rate Assessment and Collection Act, 1869.

To extend the jurisdiction of the school board of the existing borough to the extended borough, and to increase (if thought fit) the number of the members of the existing school board.

To alter any existing tolls, rates, and charges now authorised to be levied within the existing borough or the added areas, and to authorise the Corporation from time to time to make, assess, and levy throughout the extended borough new tolls, rates and charges, general and special, for all or any of the purposes of the Bill, and to confer, vary, and extinguish exemptions from the payment, and either general or limited to special areas, of any existing or future tolls, rates, and charges.

Repeal of District Rating Sections of Derby Corporation Act, 1877.

To repeal Sections 43 to 46 inclusive of the Derby Corporation Act 1877 with regard to the formation of separate districts and the levying of General District rates therein, and the intended Act will enact such incidental and other provisions as may be necessary to give full effect to such repeal.

Tramways.

To enable the Corporation, wholly in the borough and county of Derby, to form, lay down, and maintain all or some of the tramways hereinafter described (and hereinafter referred to as the proposed tramways), and for that purpose and for the purposes of their existing or authorised tramways, or any tramways owned, worked, leased, or run over by them (all of which are herein included in the expression "the Corporation tramways"), to form, lay down, and maintain all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, engine, boiler,

and dynamo houses, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where, in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street. The proposed tramways are the following (that is to say):—

Tramway No. 1 (1 mile 3 furlongs 8 chains in length, the whole of which will be double line) wholly in the Parish of Derby, commencing in Market Head at or near the present commencement of the existing London-road Tramway following approximately the course thereof along the west side of the Market-place, the Corn Market, St. Peter's-street, and London-road and terminating in London-road at the present termination of such said tramway at the present borough boundary opposite or near Deadman's-lane.

Tramway No. 2 (1 furlong 4.55 chains in length, the whole of which will be double line) wholly in the Parish of Derby, commencing in London-road at or near the present junction of the existing Midland-road Tramway with the existing London-road Tramway following approximately the course of the former tramway along Midland-road and Railway-terrace and terminating in Railway-terrace at the present termination of such said tramway opposite or near the Midland Railway passenger station (departure entrance).

Tramway No. 3 (1 mile 1 furlong 9.65 chains in length whereof 1 mile 2.25 chains will be double and 1 furlong 7.40 chains will be single line) wholly in the Parish of Derby, commencing in St. Peter's-street at or near the present junction of the existing Osmaston-road Tramway with the existing London-road Tramway following approximately the course of the former tramway along Osmaston-road and terminating in Osmaston-road at the present termination of such said tramway at the present borough boundary opposite or near Cotton-lane

Tramway No. 4 (6 furlongs 3.65 chains in length, the whole of which will be double line) wholly in the Parish of Derby, commencing in St. Peter's-street at or near the present junction of the existing Normanton-road Tramway with the existing London-road Tramway following approximately the course of the former tramway along Babington-lane and Normanton-road and terminating in Normanton-road at a point thereon 2.30 chains north-east of the present termination of such said tramway near the Normanton Hotel.

Tramway No. 5 (1 mile 6.55 chains in length, whereof 5 furlongs 8.45 chains will be double and 2 furlongs 8.10 chains will be single line) wholly in the Parish of Derby, commencing in St. Peter's-street at or near the present junction of the existing Ashbourne-road Tramway with the existing London-road Tramway following approximately the course of the former tramway along Victoria-street, the Wardwick, Friar Gate, and Ashbourne-road and terminating in Ashbourne-road at the present termina-

tion of such said tramway opposite or near the end of Windmill Hill-lane.

Tramway No. 6 (1 furlong 9.10 chains in length, whereof 4.80 chains will be double and 1 furlong 4.30 chains will be single line) wholly in the Parish of Derby, commencing in Ashbourne-road at the termination of Tramway No. 5, passing thence along Ashbourne-road and terminating in Ashbourne-road at the present borough boundary opposite or near the entrance gates to Markeaton Park.

Tramway No. 7 (1 mile 2.55 chains in length, whereof 4 furlongs 8.25 chains will be double and 3 furlongs 4.30 chains will be single line) commencing in Market Head at the commencement of Tramway No. 1, passing thence into and along Irongate, Queen's-street, King-street, and Duffield-road, in which road it will be situate partly within the present borough and partly in the parish of Darley Abbey and terminating at a point in Duffield-road where the present borough boundary turns westwards from the centre of the said road about 10 chains south of Penny Long-lane.

Tramway No. 8 (5 furlongs 8.95 chains in length, whereof 1 furlong 5.75 chains will be double, and 4 furlongs 3.20 chains will be single line) wholly in the parish of Derby, commencing in Duffield-road by a junction with Tramway No. 7 at a point about 1.55 chains north-west of Kedleston-street and North-street passing thence into and along Kedleston-road and terminating in Kedleston-road at the present borough boundary opposite or near Penny Long-lane.

Tramway No. 9 (1 mile 3 furlongs 3.60 chains in length, whereof 4 furlongs 2.75 chains will be double and 7 furlongs 0.85 chain will be single line) commencing in the Corn Market in the Parish of Derby by a junction with Tramway No. 1 at a point about 0.70 chain north of St. James'-street, passing thence into and along the south side of Market-place, Derwent-street, and Nottingham-road in which road it will be situate partly within the present borough and partly within the parish of Chaddesden and terminating in the parish of Chaddesden at a point in Nottingham-road about 3.75 chains north-east of the centre of the entrance to Nottingham-road Cemetery.

Tramway No. 10 (1.65 chains in length, the whole of which will be double line) a junction Tramway wholly in the Parish of Derby, commencing in Derwent-street by a junction with Tramway No. 9 at a point about 0.95 chain north-east of Tenant-street and terminating in Tenant-street by a junction with Tramway No. 11 next described at a point about 0.95 chain south-east of Derwent-street.

Tramway No. 11 (6 furlongs 0.95 chain in length, whereof 3 furlongs 8.30 chains will be double and 2 furlongs 2.65 chains will be single line) wholly in the Parish of Derby, commencing in the Market-place by a junction with Tramway No. 9 at a point about 0.95 chain south-west of Tenant-street, passing thence into and along Tenant-street, the Morledge, Siddals-road, and Railway-terrace and terminating in Railway-terrace at the termination of Tramway No. 2 opposite or near the Midland Railway passenger station (departure entrance).

Tramway No. 12 (1 furlong 1.65 chains in length, the whole of which will be double

- line) wholly in the parish of Derby, commencing in Victoria-street by a junction with Tramway No. 5 at a point about 1.80 chains east of Green-lane, passing thence across the end of the Corn Market where it will cross Tramway No. 1, thence into and along Albert-street and Tenant-street and terminating in Tenant-street by a junction with Tramway No. 11 at a point opposite Market-street.
- Tramway No. 13 (2.30 chains in length, the whole of which will be double line), a junction tramway, wholly in the Parish of Derby, commencing in Albert-street by a junction with Tramway No. 12 at a point about 1.45 chains south-west of the Morledge and terminating in the Morledge by a junction with Tramway No. 11 at a point about 1.65 chains south-east of Albert-street.
- Tramway No. 14 (1 mile 2 furlongs 4.80 chains in length, whereof 3 furlongs 1.25 chains will be double and 7 furlongs 3.55 chains will be single line), situate entirely without the limits of the present borough and within the parishes of Osmaston and Alvaston and Boulton, commencing in London-road at the termination of Tramway No. 1 at the present borough boundary opposite or near Deadman's-lane, passing thence along London-road and terminating in the village of Alvaston at a point in London-road about 3.40 chains south-east of Oxford-street.
- Tramway No. 15 (1 mile 8.90 chains in length, whereof 2 furlongs 7.55 chains will be double and 6 furlongs 1.35 chains will be single line), situate entirely without the limits of the present borough and within the parishes of Osmaston and Alvaston and Boulton, commencing in Osmaston-road at the termination of Tramway No. 3 at the present borough boundary opposite or near Cotton-lane, passing thence along Osmaston-road and terminating at the village of Allenton at a point in Osmaston-road about 0.30 chain south-east of Bracken's-lane.
- Tramway No. 16 (1 furlong 8.00 chains in length, whereof 9.40 chains will be double and 8.60 chains will be single line) wholly in the Parish of Derby, commencing in Osmaston-road by a junction with Tramway No. 3 at a point about 0.80 chain south-east of Bateman-street, passing thence into and along Bateman-street and Osborne-street and terminating in London-road by a junction with Tramway No. 1 at a point about 1.15 chains north-west of Barlow-street.
- Tramway No. 17 (3 furlongs 1.85 chains in length, the whole of which will be double line) wholly in the Parish of Derby, commencing in Normanton-road by a junction with Tramway No. 4 at the termination of that tramway as before described, passing along Normanton-road and thence into and along Pear Tree-road and terminating in Dairy House-road by a junction with Tramway No. 20 afterwards described at a point about 1.05 chains north-east of Pear Tree-road.
- Tramway No. 18 (2.60 chains in length, the whole of which will be double line) a junction tramway wholly in the parish of Derby commencing in Pear Tree-road by a junction with Tramway No. 17 at a point about 1.70 chains north-west of St. Thomas'-road and terminating in St. Thomas'-road by a junction with Tramway No. 20 afterwards described at a point about 1.80 chains south-west of Pear Tree-road.
- Tramway No. 19 (4 furlongs 2.75 chains in length, whereof 1 furlong 9.35 chains will be double and 2 furlongs 3.40 chains will be single line) wholly in the Parish of Derby commencing in Normanton-road by a junction with Tramway No. 4 at the termination of that tramway as before described passing along Normanton-road and thence into and along Lower Dale-road, Church-street and Upper Dale-road and terminating in Upper Dale-road by a junction with Tramway No. 20 next described at a point about 1.45 chains north-east of Walbrook-road.
- Tramway No. 20 (7 furlongs 8.40 chains in length, whereof 3 furlongs 8.35 chains will be double and 4 furlongs 0.05 chains will be single line) commencing in Upper Dale-road by a junction with Tramway No. 19 at the termination of that tramway at a point about 1.45 chains north-east of Walbrook-road, passing thence into and along Walbrook-road (in which road it will be situate partly within the present borough and partly within the parish of Normanton), St. Thomas'-road, Dairy House-road and Douglas-street and terminating in Osmaston-road by a junction with Tramway No. 3 at a point about 0.80 chain north-west of Douglas-street.
- Tramway No. 21 (3 furlongs 5.00 chains in length, whereof 2 furlongs 1.80 chains will be double and 1 furlong 3.20 chains will be single line) commencing in St. Thomas'-road by a junction with Tramway No. 20 at a point about 0.95 chain north-east of Joseph-street, passing thence along St. Thomas'-road (in which road it will be situate partly within the present borough and partly within the parish of Normanton) and Balacava-road and terminating at the east end of the village of Normanton at a point near the entrance to the barracks in Balacava-road about 0.55 chain north of Newdigate-street.
- Tramway No. 22 (1 mile 4 furlongs 0.50 chain in length, whereof 4 furlongs 9.00 chains will be double and 7 furlongs 1.50 chains will be single line) commencing in Babington-lane by a junction with Tramway No. 4 at a point about 0.65 chain north-east of Malthouse-lane, passing thence into and along Burton-road (in which road it will be situate partly within the present borough and partly within the parish of Littleover) and terminating at Littleover village at a point in Burton-road about 0.75 chain south-west of Shepherd's-lane.
- Tramway No. 23 (1 mile 5 furlongs 0.85 chain in length, whereof 4 furlongs 8.70 chains will be double and 1 mile 2.15 chains will be single line) commencing in the Warwick by a junction with Tramway No. 5 at a point about 0.73 chain south-east of Curzon-street, passing thence into and along Curzon-street, Uttoxeter New-road, and Uttoxeter-road (in which road it will be situate partly within the present borough and partly within the parish of Littleover) and terminating at a point in Uttoxeter-road where the present borough boundary turns north-westwards from the centre of the said road opposite or near the west boundary of the Union Workhouse Grounds.
- Tramway No. 24 (4 furlongs 6.35 chains in length, whereof 1 furlong 5.90 chains will be double and 3 furlongs 0.45 chains will be

single line) wholly in the parish of Derby commencing in Curzon-street by a junction with Tramway No. 23 at a point about 0.90 chain north-east of Newland-street, passing thence into and along Abbey-street and terminating in Burton-road by a junction with Tramway No. 22 at a point about 0.35 chain south-west of Abbey-street.

The before-mentioned tramways will be made in or pass from, through, or into the following parishes or some of them, that is to say: Derby, Darley Abbey, Chaddesden, Osmaston, Alvaston and Boulton, Normanton, and Littleover respectively.

All of the proposed tramways will be constructed on a gauge of four feet, and it is not intended on such tramways to run carriages or trucks adapted to run on railways.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say):—

1. Corn Market—East Side—Between Market-place and Albert-street.
1. Do.—West Side—Between St. James's-street and a point $1\frac{1}{2}$ chains South thereof.
1. St. Peter's-street—North-east Side—Between a point $1\frac{1}{2}$ chains South of Albert-street and East-street.
1. Do.—Do.—Between points respectively $\frac{3}{4}$ of a chain and $3\frac{1}{2}$ chains South of East-street.
1. Do.—South-west Side—Between Victoria-street and Babington-lane.
1. London-road—North-east Side—Between points respectively $1\frac{1}{2}$ chains North-west and $\frac{1}{4}$ of a chain South-east of Eagle-street.
1. Do.—South-west Side—Between "The Spot" and a point $5\frac{1}{2}$ chains South-east thereof.
1. Do.—North-east Side—Between Castle-street and a point $1\frac{1}{2}$ chains East thereof.
1. Do.—South-west Side—Between points respectively $4\frac{1}{4}$ chains and 2 chains North-west of Hill-street.
1. Do.—Both—Between a point 1 chain North-west of Barlow-street and Deadman's-lane.
3. Osmaston-road—Both—Between "The Spot" and Sacheverel-street.
3. Do.—Both—Between points respectively $\frac{1}{2}$ a chain North-west of Melbourne-street and $7\frac{1}{2}$ chains South-east of Litchurch-lane.
4. Babington-lane—Both—For the whole length thereof.
4. Normanton-road—Both—Between Sacheverel-street and $\frac{1}{2}$ a chain South of Leopold-street.
4. Do.—West Side—Between Melbourne-street and a point 4 chains South of Chesnut-avenue.
4. Do.—East Side—Between points respectively $\frac{3}{4}$ of a chain South of Melbourne-street and $5\frac{1}{4}$ chains South of Rose Hill-street.
5. Wardwick—Both—Between points respectively 2 chains North-west of Beckett Well-lane and $1\frac{1}{2}$ chains North-west of Curzon-street.
5. Ashbourne-road—South-west Side—Between Surrey-street and a point $2\frac{3}{4}$ chains South-east thereof.
5. Do.—North-east Side—Between a point $\frac{1}{2}$ a chain South-east of Colville-street and Noel-street.
5. Do.—South-west Side—Between Wind Mill Hill-lane and a point $1\frac{1}{2}$ chains South-east thereof.
5. Do.—North-east Side—Between points respectively $4\frac{1}{2}$ and $5\frac{1}{2}$ chains North-west of Chandos Pole-street.
6. Do.—Do.—Between points respectively $5\frac{1}{2}$ and $7\frac{1}{2}$ chains North-west of Chandos Pole-street.
6. Do.—South-west Side—Between Wind Mill Hill-lane and a point $\frac{1}{2}$ a chain North-west thereof.
7. Iron Gate—North-east Side—Between Market Place and a point $1\frac{1}{4}$ chains North thereof.
7. Do.—South-west Side—Between Sadler Gate and a point $\frac{3}{4}$ of a chain North thereof.
7. Do.—Do.—Between points respectively 3 chains and $1\frac{1}{4}$ chains South of St. Mary's Gate.
7. Do.—North-east Side—Between Amen-alley and a point 1 chain South thereof.
7. Queen-street—South-west Side—Between points respectively $\frac{3}{4}$ of a chain North of St. Mary's Gate and $4\frac{1}{4}$ chains North of Walker-lane.
7. Do.—North-east Side—Between a point 2 chains North of Amen-alley and Full-street.
7. Do.—Do.—Between points respectively $\frac{3}{4}$ of a chain North of Full-street and $\frac{3}{4}$ of a chain South of St. Alkmund's Church Yard.
7. King-street—North Side—Between points respectively $\frac{1}{4}$ of a chain West of St. Alkmund's Church Yard and $1\frac{1}{2}$ chains North-west of Bridge Gate.
7. Do.—South-west Side—Between points respectively 1 chain East of Chapel-street and $\frac{1}{2}$ a chain North-west of St. Helen's street.
7. Duffield-road—North-east Side—Between points respectively $1\frac{3}{4}$ chains and $\frac{3}{4}$ of a chain South-east of North-street.
7. Do.—South-west Side—Between a point $2\frac{1}{4}$ chains South-east of Kedleston-street and Kedleston-road.
7. Do.—North-east Side—Between North-street and Belper-road.
7. Do.—Both—Between points respectively 2 chains North of Belper-road and $4\frac{3}{4}$ chains South of Highfield-road.
7. Do.—West Side—Between points respectively $1\frac{3}{4}$ chains and 11 chains North of Highfield-road.
7. Do.—East Side—Between points respectively $2\frac{1}{4}$ chains South and $7\frac{1}{2}$ chains North of Belper-road.
8. Kedleston-road—North-east Side—Between Duffield-road and a point $3\frac{3}{4}$ chains West thereof.
8. Do.—South-west Side—Between West-avenue and a point $1\frac{3}{4}$ chains West thereof.
8. Do.—Do.—Between Whitecross-street and a point $3\frac{1}{4}$ chains West thereof.
8. Do.—North-east Side—Between points respectively $2\frac{3}{4}$ chains and $6\frac{1}{2}$ chains West of Highfield-road.
8. Do.—Both—Between a point $\frac{3}{4}$ of a chain North-west of Cowley-street and Redshaw-street.
8. Do.—South-west Side—Between points respectively $10\frac{1}{2}$ chains North-west of Redshaw-street and $1\frac{3}{4}$ chains South-east of Penny Long-lane.
8. Do.—North-east Side—Between points respectively 6 chains South-east of Cedar street and $\frac{1}{2}$ chain South-east of Penny Long-lane.
9. Corn Market—East Side—Between a point

- $\frac{3}{4}$ of a chain North of St. James'-street and the Market-place.
9. Market-place—South-east Side—Between the Corn Market and a point $\frac{3}{4}$ of a chain South-west of Town Hall.
9. Derwent-street—North-west Side—Between the Market-place and Stuart-street.
9. Do.—South-east Side—Between points respectively $\frac{1}{2}$ a chain North-east of Tenant-street and $\frac{1}{2}$ a chain North-east of Exeter-street.
9. Do.—North-west Side—Between a point 1 chain North-east of Stuart-street and Nottingham-road.
9. Do.—South-east Side—Between a point $2\frac{3}{4}$ chains North-east of Exeter-street and Nottingham-road.
9. Nottingham-road—North Side—Between Alice-street and a point $\frac{3}{4}$ of a chain West of Robert-street.
9. Do.—South Side—Between points respectively 2 chains West of Pegg's Bridge and 2 chains East of Midland Railway Bridge.
9. Do.—North Side—Between points respectively $2\frac{1}{2}$ chains East of Clarke-street and 2 chains East of Midland Railway Bridge.
9. Do.—Both—Between Road to Sanitary Depot and a point 1 chain East thereof.
9. Do.—North Side—Between points respectively 8 chains East of Road to Sanitary Depot and 2 chains West of St. Mark's-road.
9. Do.—South Side—Between points respectively 8 chains and 12 chains East of Road to Sanitary Depot.
9. Do.—South Side—Between points respectively 9 chains and 1 chain West of St. Mark's-road.
9. Do.—Both—Between St. Mark's-road and a point 3 chains East thereof.
9. Do.—Both—Between points respectively $5\frac{1}{2}$ chains East of St. Mark's-road and 7 chains West of Cowsley-road.
9. Do.—Both—Between points respectively $2\frac{1}{2}$ chains West and $\frac{3}{4}$ of a chain East of Cowsley-road.
9. Do.—North—Between points respectively 9 chains and 5 chains West of Entrance to Cemetery.
9. Do.—South—Between points respectively 7 chains and 4 chains West of Entrance to Cemetery.
10. Derwent-street and Tenant-street—South-east Side—Between Derwent-street and Tenant-street (Junction).
11. Tenant-street—Both—For the whole length thereof.
11. Morledge—North-east Side—Between Tenant-street and a point $3\frac{3}{4}$ chains South-east of Markeaton Brook.
11. Do.—South-west Side—Between Albert-street and a point 1 chain North-west of Thorntree-lane.
11. Do.—Do.—Between East-street and Siddals-road.
11. Siddals-road—South-west Side—Between Eagle-street and a point $\frac{3}{4}$ of a chain South-east thereof.
11. Do.—North-east Side—Between points respectively $2\frac{1}{2}$ chains and $8\frac{1}{2}$ chains South-East of Cattle Market Thoroughfare.
11. Do.—South-west Side—Between points respectively $2\frac{1}{4}$ chains South-east of Eagle-street and $\frac{1}{4}$ of a chain South-East of Traffic-street
11. Do.—North-east Side—Between Traffic-
- street and a point 4 chains South-east thereof.
11. Do.—South-west Side—Between a point $1\frac{3}{4}$ chains South-east of Traffic-street and Canal-street.
11. Do.—North-east Side—Between a point $2\frac{1}{2}$ chains North-east of Liversage-street and road to Midland Railway Loco. Works.
11. Do.—South-west Side—Between points respectively $1\frac{1}{2}$ chains and $2\frac{1}{4}$ chains South-east of Canal-street.
11. Do.—Do.—Between Calvert-street and a point $\frac{1}{2}$ a chain North-east thereof.
11. Railway Terrace—East Side—Between Road to Midland Railway Loco. Works and a point $2\frac{3}{4}$ chains South thereof.
11. Do.—West Side—Between Calvert-street and a point 1 chain South thereof.
11. Do.—East Side—Between points respectively 9 chains and 12 chains South of Road to Midland Railway Loco. Works.
12. Albert-street—Both—Between Corn Market and Exchange-street.
12. Do.—North-west Side—Between points respectively $\frac{3}{4}$ of a chain and 2 chains North-east of Exchange-street.
12. Do.—South-east Side—Between points respectively $\frac{3}{4}$ of a chain North-east of Exchange-street and $\frac{3}{4}$ of a chain West of Morledge.
13. Albert-street and Morledge—South-east Side—Between Albert-street and Morledge (Junction).
14. London-road—North-east Side—Between Dickinson-street and a point $\frac{3}{4}$ of a chain South-east thereof.
14. Do.—South-west Side—Between Deadman's-lane and a point 3 chains South-east thereof.
14. Do.—North-east Side—Between points respectively 1 chain South-east of Eton-street and $1\frac{1}{2}$ chains South-east of Harrow-street.
14. Do.—South-west Side—Between points respectively $\frac{1}{2}$ a chain and $3\frac{3}{4}$ chains South-east of Osmaston Mission Church.
14. Do.—North-east Side—Between points respectively $4\frac{3}{4}$ chains and 2 chains North-west of Canal Bridge.
14. Do.—South-west Side—Between points respectively $4\frac{1}{4}$ chains and $\frac{1}{2}$ a chain North-west of Canal Bridge.
14. Do.—North Side—Between points respectively $4\frac{1}{2}$ chains and $7\frac{3}{4}$ chains East of Osmaston Brook.
14. Do.—South Side—Between points respectively 1 chain West and $1\frac{1}{4}$ chains East of Brighton-road.
14. Do.—North Side—Between points respectively 2 chains West and $1\frac{1}{2}$ chains East of Old Toll House.
14. Do.—South Side—Between Albany-street and a point $1\frac{1}{2}$ chains East thereof.
14. Do.—North-east Side—Between points respectively $4\frac{1}{2}$ chains and $7\frac{1}{2}$ chains South-east of Hollis-street.
14. Do.—North Side—Between points respectively $1\frac{1}{2}$ chains and $2\frac{1}{2}$ chains East of Oxford-street.
15. Osmaston-road—South-west Side—Between points respectively 1 chain and 7 chains South-east of Cotton-lane.
15. Do.—North-east Side—Between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{4}$ chains South-east of St. Dunstan's Church.
15. Do.—Both—Between a point $13\frac{1}{2}$ chains South-east of Cotton-lane and Bracken's-lane, Allenton.

16. Bateman-street—Both—For the whole length thereof.
16. Osborne-street—South-west Side—Between a point $\frac{1}{2}$ a chain South-east of Barlow-street and Bateman-street.
16. Do.—North-east Side—Between London-road and a point 1 chain South-east thereof.
17. Pear Tree-road—North-east Side—For the whole length thereof.
17. Do.—South-west Side—Between a point 1 chain South of Lower Dale road and $1\frac{1}{2}$ chains North-west of St. Thomas'-road.
18. Pear Tree-road and St. Thomas'-road—West Side—Between Pear Tree-road and St. Thomas'-road (Junction).
19. Lower Dale-road—Both—Between Normanton-road and Church-street.
19. Church-street—North-west Side—Between Lower Dale-road and a point $1\frac{1}{2}$ chains North-east of Dale-road.
19. Do.—South-east Side—Between Lower Dale-road and a point $1\frac{1}{2}$ chains South-west thereof.
19. Do.—Do.—Between points respectively $4\frac{1}{2}$ chains North-east and $\frac{1}{2}$ a chain South-west of Rawdon-street.
19. Do.—Do.—Between a point $2\frac{1}{2}$ chains North-east of Stanhope-street and Dale-road.
19. Upper Dale-road—North-west Side—Between Clarence-road and a point $1\frac{1}{2}$ chains South-west thereof.
19. Do.—South-east Side—Between points respectively $1\frac{1}{2}$ chains North-east and $\frac{3}{4}$ of a chain South-west of Crewe-street.
19. Do.—North-west Side—Between points respectively $\frac{3}{4}$ of a chain North-east and 1 chain South-west of Crewe-street.
19. Do.—Do.—Between points respectively $\frac{1}{2}$ a chain and $1\frac{3}{4}$ chains North-east of Almond-street.
19. Do.—South-east Side—Between points respectively $\frac{1}{2}$ a chain and $\frac{3}{4}$ of a chain North-east of Walbrook-road.
20. Do.—North-west Side—Between Almond-street and a point $\frac{1}{2}$ a chain North-east thereof.
20. Walbrook-road—Both—For approximately the whole length thereof.
20. St. Thomas'-road—Both—Between Walbrook and Dairy House-road.
20. Dairy House-road—Both—For approximately the whole length thereof.
20. Douglas-street—Both—Do. do. do.
21. St. Thomas'-road—East Side—Between a point $\frac{1}{4}$ of a chain East of Joseph-street and $1\frac{1}{2}$ chains South of Harrington-street.
21. Do.—West Side—Between Walbrook-road and Randolph-road.
21. Do.—East Side—Between Village-street and a point 2 chains North thereof.
21. Balaclava-road—Do. do. do.—3 chains South thereof.
21. Do.—West Side—Between points respectively $\frac{1}{2}$ a chain and $4\frac{1}{2}$ chains South of Village-street.
22. Burton-road—Both—Between Green-lane and a point $3\frac{1}{2}$ chains South-west of Abbey-street.
22. Do.—South-east Side—Between points respectively $1\frac{1}{2}$ chains North-east and $1\frac{1}{2}$ chains South-west of Breedon Hill-road.
22. Do.—North-west Side—Between points respectively $2\frac{1}{2}$ chains and $5\frac{1}{2}$ chains South-west of Argyle-street.
22. Do.—South-east Side—Between points

respectively $1\frac{3}{4}$ chains South-west of Empress-road and $4\frac{1}{2}$ chains South-west of Whitaker-road.

22. Do.—North-west Side—Between points respectively $\frac{3}{4}$ of a chain North-east and 6 chains South-west of Whitaker-road.
22. Do.—South Side—Between points respectively $4\frac{1}{2}$ chains and 8 chains West of Old Toll Bar.
22. Do.—North Side—Between points respectively $6\frac{1}{4}$ chains and $9\frac{1}{2}$ chains West of Old Toll Bar.
22. Do.—South Side—Between points respectively $5\frac{1}{2}$ chains East of Whitaker-road and 3 chains East of Shepherd's-lane.
22. Do.—North Side—Between points respectively $4\frac{1}{2}$ chains East of Whitaker-road and $\frac{3}{4}$ of a chain West of Shepherd's-lane.
23. Curzon-street—Both—Between Wardwick and a point $\frac{3}{4}$ of a chain South-west of Forman-street.
23. Uttoxeter New-road—South Side—Between points respectively 1 chain East of Talbot-street and $4\frac{1}{2}$ chains West of Peet-street.
23. Do.—North Side—Between Stafford-street and a point $4\frac{1}{2}$ chains West of Sudbury-street.
23. Do.—South Side—Between points respectively $2\frac{1}{4}$ chains East and $1\frac{1}{2}$ chains West of Boundary-road.
23. Do.—North Side—Between points respectively 2 chains East and $1\frac{1}{2}$ chains West of Junction-street.
23. Do.—South Side—Between a point $2\frac{1}{2}$ chains East of Hoult-street and Trowels-road.
23. Do.—North Side—Between Uttoxeter Old road and Trowels-road.
23. Uttoxeter-road—South-east Side—Between Abany-road and a point 3 chains North-east thereof.
23. Do.—Both—Between a point $3\frac{1}{2}$ chains South-west of Albany-road and present borough boundary.
24. Abbey-street—Both—For approximately the whole length thereof.

The motive power to be used on the proposed Tramways is animal, steam, compressed air, gas, oil, and any other mechanical power (applied by means of wire or rope cables worked by stationary engines) and electrical energy applied by means of motors in the engines or carriages or generated at stations and communicated by electric lines either underground or overhead (all which powers other than animal power are herein included in the expression "mechanical power") and it is intended to apply for power to use the said motive power on all or some of the Corporation Tramways.

To empower the Corporation to make such alterations of the Corporation Tramways and any tramways within or (by agreement with the local authority and the Company or person owning or working the same) any tramway, tramroad, or light railway without the borough which may for the time being be connected with any of the Corporation Tramways or any part or parts thereof, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads, in which the same are laid as may be necessary or expedient for adapting the same to be worked by mechanical power, and to empower the Corporation to lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires,

tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the proposed tramways, or the Corporation Tramways, or any tramway within, or (by agreement with the local authority and the Company or person owning or working the same) any tramway, tramroad, or light railway without the borough which may for the time being be connected with any of the Corporation Tramways or for connecting any portions of the said tramways or any tramways within or without the borough with any tramways within or without the borough which can be worked in connection with any of the Corporation Tramways or for providing access to or forming connections with any generating station or stations, engines, machinery, or apparatus.

To empower the Corporation in any street in which they are authorised to lay down any tramway or in which any tramway now or hereafter belonging to them is situate to substitute a double or interlacing line for a single line or a single or interlacing line for a double line or a single or double line for an interlacing line.

To enable the Corporation for the construction of any tramway, to increase the width of the roadway by reducing the width of any footpath.

To empower the Corporation on the one hand and any local authority, company, body, or person on the other hand, to enter into and carry into effect agreements for the supply of electrical energy for any purpose to and by the Corporation by and to such local authority, company, body, or person.

To enable the Corporation on the one hand and any local authority, company, or person on the other hand with regard to the tramways in the borough not being the property of the Corporation, and any tramways (including in that word where subsequently used in this Notice, any tramroad or light railway) in any adjacent districts which can be worked with any of the Corporation Tramways from time to time, to enter into and carry into effect contracts and agreements with respect to the purchase, sale, lease, working, use, management, and maintenance by the contracting parties of all or any of their respective undertakings, tramways, and works or any part or parts thereof respectively, the making of all necessary junctions, the supply of rolling stock, plant, machinery, and electrical energy or power, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements which have been or may be made touching any of the matters aforesaid.

To authorise the Corporation, for the purposes of constructing any tramway in any street, to take up, remove, or dispose of, or, if thought fit, to appropriate and use in the construction of that tramway any existing tramway in such street.

To empower the Corporation from time to time, and either temporarily or permanently to make, maintain, alter and remove such turnouts, crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or con-

venient to the efficient working of all or any of the before-mentioned tramways, or of affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Corporation and their lessees, or for effecting junctions with the system of any other corporation, company or person with their consent.

To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare, in which any tramway channel or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, channel, or electric line, and to make, lay down, and place temporarily in the same, or any adjacent street, road, highway, or thoroughfare a substituted tramway, channel, or electric line or substituted tramways or channels, or electric lines.

To confer on and to reserve to the Corporation and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

To provide for the repair by the Corporation or their lessees, or other persons, bodies or authorities of any streets, roads, highways, or thoroughfares, in which any tramway channel, or electric line, may for the time being be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways, or channels, or electric lines.

To empower the Corporation and their lessees to place and run carriages on the proposed tramways and on the Corporation Tramways, and on any tramway within or without the borough which may for the time being be connected with any of the Corporation Tramways, and to work, and demand, and take tolls, rates and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers, animals, goods, minerals, merchandise, and other traffic thereon and therein, and to confer exemptions from such tolls, rates and charges, and both within and without the borough, to provide offices, stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, electric cable, and other plant (fixed and movable), necessary or convenient for working such tramways by any motive power hereinbefore mentioned, and to sell exchange or dispose of such of the before-mentioned articles and things as may not be required.

To empower the Board of Trade to authorise, by Provisional Orders to be confirmed by Parliament the construction by the Corporation of tramways beyond the borough, which will at any time form a connection with any of the Corporation Tramways.

To empower the Corporation to run motor cars and omnibuses within and beyond the borough in connection with their tramways during the conversion of the existing system, or when the running of carriages thereon is impracticable, or in prolongation of the routes thereof.

Street Improvements.

To authorise the Corporation to make and maintain the following street works, all in the parish and county borough of Derby (that is to say):—

Work No. 1.—The widening of Normanton-road as follows:—On the East Side thereof commencing on south side of Sacheveral-street and terminating at north side of Wilmot-street. On the West Side thereof

commencing at house No. 39, about 77 yards north of the northern side of Mill Hill-lane and terminating at the north side of Belgrave-street. Also commencing at a point about 24 yards south of the southern side of Chestnut-avenue and terminating at house No. 231, about 64 yards south of the before-mentioned point.

Work No. 2.—The widening of Pear Tree-road, on the east side thereof, commencing at the south side of Corden-street and terminating at the north side of Richmond-road.

Work No. 3.—The widening of Burton-road, on the north-west side thereof, commencing at a point opposite the south-east side of the east end of Whitaker-road and terminating at a point about 160 yards south-west of the before-mentioned point where the road is already widened; also on the south-east side commencing at a point about 41 yards north-east of the east side of Breedon Hill-road and terminating at a point about 77 yards south-west of the west side of Mount Carmal-street.

Work No. 4.—The widening of Osmaston-road on the east side thereof, commencing at the south side of High-street and terminating at the north side of Bloomfield-street; also at the south side of Bateman-street at its junction with Osmaston-road and on the west side at the junction of Osmaston-road and Douglas-street (north side).

Work No. 5.—The widening of East-street on the north side thereof, commencing at a point about 53 yards east of the eastern side of Exchange-street and terminating at the "Morledge."

Work No. 6.—The widening of Bold-lane on the west side thereof, commencing at house No. 25, about 37 yards north of the west side of Cheapside and terminating about 23 yards north of that point; also on the east side for the extent of the frontage of "Melbourne House."

To authorise the Corporation, in connection with the said proposed tramways and street works, to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, girders, cantilevers, brackets, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

To authorise the Corporation to deviate in the construction of the said tramways, street and other works, both laterally and vertically, to the extent shown on the deposited plans and sections hereinafter mentioned, or to be defined by the intended Act or prescribed by Parliament.

To authorise the Corporation to enter upon and open the surface of, and to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and interfere with streets, roads, highways, footpaths, bridges, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, and apparatus within the parishes, borough, and county aforesaid, for the purpose of constructing and maintaining the proposed works or any of them, or otherwise for the purposes of the intended Act.

To empower the Corporation for the purposes of the proposed works, and for providing space for the erection of buildings near thereto, and for other purposes of the intended Act, to appropriate, or to purchase or acquire by compulsion or agreement, or to take on lease any lands, houses or buildings in the parishes, borough, and county aforesaid, and to acquire by compulsion

or agreement rights or easements in over, or connected with any lands, houses, and buildings.

To authorise the Corporation to hold any lands which they may require under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

To exempt the Corporation from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily part only of certain properties.

To authorise the Corporation to appropriate for building purposes portions of any lands already acquired or to be acquired by them under the powers of the intended Act, and to sell or exchange, or otherwise dispose of, and grant leases of, all or any lands, buildings, or hereditaments for the time being belonging to them, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure by the said intended works and which houses and buildings may not be required to be taken for the purpose thereof.

Generating Station for Electricity.

To authorise the Corporation to generate and supply electricity for the working of the Corporation Tramways and for lighting and other purposes. The lands upon which it is proposed to construct the generating station or stations are situate in the parish of Derby, in the borough and county of Derby, and are as follows:—Lands and premises situate in Full-street and Silk Mill-lane, bounded on the north by Silk Mill-lane, on the south by the public baths, on the east by the Mill Race, and on the west by Full-street, and containing an area of about 6,030 square yards. And to empower the Corporation to purchase, by compulsion or agreement, all or some of the above-mentioned lands and premises.

Waterworks.

To empower the Corporation to make and maintain in the lines and according to the levels shown on the plans and sections to be deposited as hereinafter mentioned the waterworks and other works and conveniences following, or some of them, wholly in the county of Derby (that is to say):—

(1) A filter tunnel (No. 1) situate wholly in the parish of Allestree, commencing in or near the northernmost corner of the field or land numbered 80 on the 1/2500 Ordnance map of that parish, and terminating by a junction with an existing filter tunnel belonging to the Corporation in or near the north-western corner of the field or land numbered 81 on the said Ordnance map, which said fields or lands belong to or are reputed to belong to Lionel Guy Gisborne and are in the occupation of John Joseph Harrison.

(2) A filter tunnel (No. 2) situate wholly in the said parish of Allestree, commencing by a junction with an existing filter tunnel belonging to the Corporation situate on or near to the eastern side of the field or land numbered 99 on the 1/2500 Ordnance map of that parish, which field or land belongs or is reputed to belong to the said Lionel Guy Gisborne, and is in the occupation of the said John Joseph Harrison, and terminating at or near the southern side of the field or land numbered 222 on the 1/2500 Ordnance map of the said parish, which field or land

belongs or is reputed to belong to Walter Evans, and is in the occupation of Frederick Harrison.

(3) A filter tunnel (No. 3) commencing in the said parish of Allestree at or in the existing air shaft belonging to the Corporation situate near the northern end of the field or land numbered 100 on the 1/2500 ordnance map of that parish, which field or land belongs or is reputed to belong to Sarah Ann Elizabeth Morley, and is in the occupation of William Brassington, and terminating in the parish of Breadsall at or near the southern side of the field or land numbered 483 on the 1/2500 ordnance map of the last-mentioned parish which field or land belongs or is reputed to belong to Hugo Harpur Crewe and is in the occupation of Isaac Roome.

(4) A filter tunnel or conduit (No. 4) commencing in the said parish of Allestree at or in an existing air shaft belonging to the Corporation and situate near the southern end of the field or land numbered 4 on the 1/2500 ordnance map of that parish, which field or land belongs or is reputed to belong to George Herbert Strutt, and is in the occupation of John Joseph Tatam, and terminating in the parish of Breadsall at or in the intended tank hereinafter described in the field or land numbered 219 on the 1/2500 ordnance map of the said last-mentioned parish, which field or land belongs or is reputed to belong to, and is in the occupation of the Corporation.

(5) A tank wholly situate in the said field or land numbered 219 lastly hereinbefore referred to.

Which said several works will be made in or pass from in through or into the several parishes of Allestree, Breadsall, and Little Eaton, or some or one of them.

Together with all proper and necessary embankments, filtering beds, tanks, dams, guages, drains, sluices, overflows, weirs, catch-pits, conduits, culverts, channels, wells, shafts, drifts, adits, aqueducts, bridges, tunnels, cuts, roads, approaches, apparatus, stand-pipes, water towers, engines, machinery, appliances, tramways, telephone and telegraph wires, works and conveniences connected with the proposed new waterworks or any of them or incidental thereto.

To empower the Corporation to purchase and take compulsorily or by agreement lands, houses, waters, hereditaments, and other property for the purposes of the said intended waterworks in the several parishes aforesaid, and also to take and acquire easements in and over the same.

To empower the Corporation as regards any lands within any drainage area in which the waters which the Corporation are authorised to impound or take rise or flow, to make and enforce bye-laws for maintaining the purity and preventing the polluting, fouling, contaminating, or discolouring of such waters, and for intercepting controlling, and disposing of any foul waters or matter arising or flowing upon, in, through, over or from any such lands, and by such bye-laws (inter alia) to prescribe the construction, laying down, and maintenance of drains, sewers, watercourse, and other works and conveniences necessary and proper for the purposes aforesaid, in, through, over, and upon any of the said lands, and to make compensation to persons interested in such lands who shall be injuriously affected by the said bye-laws.

To empower the Corporation, and the local and

any public authority of, or having any jurisdiction in, any district in which any such lands are situate, and the owners, lessees, and occupiers of any such lands, to enter into and fulfil agreements for or in relation to the maintenance of the purity and prevention of the polluting, fouling, contaminating, or discolouring of the waters which the Corporation are so authorised to impound or take as aforesaid, and to confirm any such agreements as may have been or which, during the progress of the Bill for the intended Act may be entered into for or in relation to the purposes aforesaid, or any of them.

Sewerage, &c.

To empower the Corporation to purchase and take by compulsion or agreement all or some of the following lands, and to use such lands for the treatment and disposal of sewage, and to empower the Corporation to erect, make, and lay down on such lands all necessary and proper tanks, buildings, engines, pumps, sewers, drains, culverts, conduits, channels, and other sewage works. The lands so proposed to be taken and used are as follows:—Certain lands containing 213 acres or thereabouts situate in the parish or township of Spondon in the county of Derby, and numbered 433, 434, 435, 436 (part of), 437, 445 (part of), 446 (part of), 447, 448, 449, 450, 451, 452, 456, 457, 458, 459 (part of), 460, 462, 462a, 463, 464, 465, 466, 690 (part of), 691, 693, 729, 730, 731, 767, 768, 780, 795, 796, 797, 798, 799, on the 1/2500 ordnance map of that parish, which said lands are bounded on the north by the Midland Railway, on the east by Lees-lane and fields Nos. 781 and 800, on the south by the River Derwent, on the west by fields Nos. 443, 446 (part of), 445 (part of), 444, 432, and 436 (part of). To empower the Corporation to make and maintain the following sewerage works with all necessary and proper intakes, outfalls, overflows, sewers, drains, channels, weirs, sluices, junctions, syphons, engines, pumps, machinery, culverts, shafts, tanks, works, buildings, and conveniences, connected therewith, that is to say:—

Work No. 1.—A sewer or sewers commencing in the parish of Derby in the enclosure numbered 67 on the 1/2500 ordnance map of the said parish at a point 130 yards or thereabouts from the north-east corner of the said enclosure measured in a south-westerly direction and 70 yards or thereabouts from the north-west corner of the said enclosure measured in a southerly direction passing through the parishes of Derby, Osmaston, and Alvaston and Boulton, and terminating in the River Derwent in the parish of Alvaston and Boulton in the enclosure numbered 24 on the 1/2500 ordnance map of the said parish at a point 200 yards or thereabouts from the north-west corner of the said enclosure measured in an easterly direction and 140 yards or thereabouts from the east corner of the enclosure numbered 32 on the said ordnance map measured in a northerly direction.

Work No. 2.—A sewer or sewers wholly in the parish of Derby commencing at the junction of Farm-street and Wood's-lane at a point 140 yards or thereabouts from the corner formed by the northern side of Boyer-street and the western side of Abbey-street 200 yards or thereabouts from the corner formed by the northern side of Burton-road and the west side of Abbey-street, and terminating at the junction of Curzon-street and Newland-street.

Work No. 3.—A sewer or sewers wholly in the

- parish and borough of Derby commencing at the junction of Becket-street and Newland-street, and terminating at the junction of Curzon-street and Newland-street.
- Work No. 4.—A sewer or sewers wholly in the parish of Derby commencing at the junction of Becket-street and Macklin-street, and terminating at the junction of Curzon-street and Wardwick.
- Work No. 5.—A sewer or sewers wholly in the parish of Derby commencing at the junction of Agard-street and Ford-street and terminating at the junction of Cheapside and Wardwick.
- Work No. 6.—A sewer or sewers wholly in the parish of Derby commencing at the junction of Green-lane and St. Peter's Churchyard and terminating in the Market-place at the junction of Derwent-street and Tenant-street.
- Work No. 7.—A sewer or sewers wholly in the parish of Derby commencing in Victoria-street at a point 60 yards or thereabouts from the corner formed by the south side of Albert-street and St. Peter's-street and 30 yards or thereabouts from the corner formed by Victoria-street and the East Side of Green-lane and terminating at the junction of St. James's-street and the Corn Market.
- Work No. 8.—A sewer or sewers wholly in the parish of Derby commencing in the centre of Colyear-street 100 yards or thereabouts from its junction with Macklin-street and terminating at the junction of Victoria-street and Becketwell-lane.
- Work No. 9.—A sewer or sewers wholly in the parish of Derby commencing in St. Peter's-street at a point 20 yards or thereabouts from the corner formed by the southern side of Albert-street and St. Peter's-street and 10 yards or thereabouts from the corner formed by the southern side of Thorntree-lane and St. Peter's-street and terminating in the Morledge at a point 10 yards or thereabouts measured in a northerly direction from the corner formed by the southern side of East-street and Morledge and 20 yards or thereabouts from the corner formed by the northern side of East-street and Morledge.
- Work No. 10.—A sewer or sewers wholly in the parish of Derby commencing in Exchange-street at a point 50 yards or thereabouts from its junction with East-street and terminating at the junction of East-street and Exchange-street.
- Work No. 11.—A sewer or sewers commencing in the parish of Darley Abbey in enclosure numbered 71 on the 1/2500 ordnance map of the said parish at a point 50 yards or thereabouts measured in a north-easterly direction from the northern end of the weir on the River Derwent at Darley Abbey and 340 yards or thereabouts measured in a south-easterly direction from the north-east corner of the enclosure numbered 66 on the said ordnance map and terminating in the parish of Derby near Bass's Recreation Ground, at a point 15 yards or thereabouts from the south corner of the Canal House, measured in a south-easterly direction and 10 yards or thereabouts from the south-east end of the Lock adjoining thereto measured in an easterly direction.
- Work No. 12.—A sewer or sewers wholly in the parish of Derby commencing in the public road at the Cattle Market Derby at a point 10 yards or thereabouts in a westerly direction from the western corner
- of the Corporation Hotel and 15 yards or thereabouts from the northern corner of the enclosure numbered 14 on the 1/2500 ordnance map of the said parish and terminating in enclosure numbered 21 on the said ordnance map at a point 10 yards or thereabouts from the south corner and 60 yards of thereabouts from the east corner of enclosure numbered 18 on the said ordnance map.
- Work No. 13.—A sewer or sewers wholly in the parish of Derby, commencing in enclosure numbered 12 at a point 30 yards or thereabouts from the south-east corner of the bridge across the River Derwent at the Cattle Market Derby and 76 yards or thereabouts from the south-west corner of the bridge over the water-course in Meadow-road and terminating in enclosure numbered 22 on the 1/2500 ordnance map of the said borough at a point 110 yards or thereabouts from the south-east corner of the bridge across the River Derwent at the Cattle Market Derby and 70 yards or thereabouts of the bridge over the water-course before-mentioned.
- Work No. 14.—A sewer or sewers commencing in the parish of Alvaston and Boulton in enclosure numbered 24 on the 1/2500 ordnance map of the said parish at a point 110 yards or thereabouts measured in an easterly direction from the north-west corner of the said enclosure and 180 yards or thereabouts from the east corner of the enclosure numbered 32 on the said ordnance map measured in a north-westerly direction and terminating in the parish of Spondon at the pumping station hereinafter described.
- Work No. 15.—A pumping station wholly in the said parish of Spondon to be constructed on enclosure numbered 447 on the 1/2500 ordnance map of the said parish.
- Work No. 16.—Covered tanks in the said parish of Spondon about 340 feet long and 220 feet wide to be constructed on enclosures numbered 447, 448 and 449 on the said 1/2500 ordnance map for the said parish.
- Work No. 17.—Filters wholly in the parish of Spondon to be constructed on enclosures numbered 447, 448, 449, 450, 451, 452, 459, 460 and 437 on the 1/2500 ordnance map of the said parish.
- Work No. 18.—A filter wholly in the parish of Spondon to be constructed on enclosures numbered 445, 446 and 477 on the 1/2500 ordnance map for the said parish.
- Work No. 19.—A sewer or sewers commencing in Dale-road in the parish of Derby at a point 60 yards or thereabouts measured in a southerly direction from its junction with Lower Dale-road and Byron-street passing through the parishes of Derby Osmaston and Alvaston and Boulton and terminating at the commencement of Work No. 14.
- Work No. 20.—A sewer or sewers wholly in the parish of Alvaston and Boulton commencing at a point 130 yards or thereabouts from the south-west corner of enclosure numbered 73 measured in a north-easterly direction and 190 yards or thereabouts from the north-east corner of enclosure numbered 79 measured in a north-westerly direction and terminating in enclosure numbered 30 on the 1/2500 ordnance map of the said parish at a point 70 yards or thereabouts from the south-west corner of enclosure numbered 73 and

90 yards or thereabouts from the south-west corner of enclosure numbered 30 on the said ordnance map.

Work No. 21.—A sewer or sewers wholly in the parish of Alvaston and Boulton commencing in the public road at a point 30 yards or thereabouts measured in a westerly direction from the north-east corner of enclosure numbered 177 and 110 yards or thereabouts measured in a northerly direction from the north-east corner of enclosure numbered 175 on the 1/2500 ordnance map of the said parish and terminating in the public road at a point 170 yards or thereabouts measured in a north-westerly direction from the south corner of enclosure numbered 112 and 60 yards or thereabouts measured in a north-easterly direction from the north-east corner of enclosure numbered 119 on the said ordnance map.

Work No. 22.—A sewer or sewers commencing in the parish of Normanton in the centre of St. Thomas' road at a point 240 yards or thereabouts from its junction with Harrington-street measured in a southerly direction and terminating in the parish of Derby in enclosure numbered 147 on the 1/2500 ordnance map of the said parish at a point 80 yards or thereabouts measured in an easterly direction from the south-west corner of enclosure numbered 145 and 50 yards or thereabouts from the south-west corner of enclosure numbered 146 on the said ordnance map measured in a northerly direction.

Work No. 23.—A sewer or sewers commencing in the parish of Littleover in Shepherd's-lane at a point 30 yards or thereabouts measured in a westerly direction from the north corner of enclosure numbered 302 on the 1/2500 ordnance map of the said parish and 40 yards or thereabouts measured in a south-easterly direction from the south-east corner of enclosure numbered 293 on the said ordnance map and terminating in the parish of Normanton in Derby-lane at a point 60 yards or thereabouts measured in a northerly direction from the north-west corner of enclosure numbered 187 and 40 yards or thereabouts measured in an easterly direction from the south-east corner of enclosure numbered 183 on the said ordnance map.

To enable the Corporation, for the purposes of the intended Act, to temporarily and permanently break up, stop up, divert, alter, and interfere with streets, highways, footpaths, tramways, brooks, mill and other streams (including the subterranean stream called or known by the name of Markeaton Brook in the parish of Derby), canals, sewers, drains, pipes, gas and water mains, and electric apparatus, and to make in any street or lands, in, through, or under which the said sewers or works will pass, openings, shafts, and manholes, for access thereto, for the purpose of constructing and maintaining the same.

Crematorium.

To empower the Corporation to make, maintain, and equip a crematorium, to authorise and enforce bye-laws as to the cremation of human remains, and to authorise charges in respect of the use of the crematorium. The lands upon which it is proposed to erect the crematorium are as follows:—All that piece of land situate in the parish of Chaddesden, being part of the existing cemetery ground known as the Nottingham-road Cemetery, and lying therein at a point about 370 yards south of the entrance gates, 133 yards east

of the western boundary, 137 yards west of the eastern boundary, and 150 yards north of the southern boundary thereof.

Streets, Buildings, and Police and Sanitary Matters.

To make better provision, either by special enactment or by bye-laws, with regard to streets, buildings, and sewers within the borough, and particularly in the following respects (that is to say): the defining of future lines of streets; the continuation of existing streets as new streets; the construction of intersecting streets; direction of new streets; power to define streets; the laying out of *culs-de-sac*; the sewerage and kerbing of new streets; lopping of trees and shrubs overhanging streets; as to urgent repairs in private streets; the prohibition and prevention of excavations on land proposed to be laid out as a street and for ensuring the proper filling in and making good of the same; the ejection of steam; separate sewers for sewage and surface water; public conveniences and lavatories; the elevation and position of buildings on lands; exemption of Government property from building regulations; provisions as to hoardings; for preventing soil and sand from being washed into streets; the definition of the expression "new buildings"; further definition of new buildings; erection of new buildings to greater height than adjoining buildings; alteration of buildings; bye-laws as to building materials; fencing off of gardens, forecourts, &c.; foundations of passage walls; water-courses on building land to be culverted; the charge for surveys in respect of private street works; as to shoring up buildings; and the construction of rain-water cisterns.

To make provision with respect to nuisances, the examination and inspection of drains, water closets, earth closets, privies, ashpits and cesspools, water supply, sinks, traps, syphons, pipes, and other works or apparatus connected therewith, the entry on premises for such purposes and the execution of works, the imposing of penalties, for obstructing officers, and for offences, the drainage of and water supply to houses and buildings, defective gutters, deposit of materials so as to cause damp to adjacent buildings, dilapidated dwelling houses, polluted wells, the flushing and ventilation of drains and closets, requiring old drains to be laid open, &c., re-construction of drains; the inspection and laying out of drains, water-closets and other sanitary apparatus, and the discovery of nuisances, and for enforcing the proper drainage and supply of water to properties, and the construction of separate sewers and all necessary apparatus in connection therewith, and for the protection thereof, and for preventing the use of vans, tents, sheds, and similar structures for human habitation.

To enable the Corporation to appoint more than one Inspector of Nuisances, extending Section 22 of the Public Health Acts Amendment Act, 1890, as to reporting upon sanitary conveniences of manufactories, &c. To empower the Corporation to apply tests for the purpose of discovering defects in drains, to provide for the filling up or alteration of cesspools and ash-pits, the prevention of the blowing of carcasses; communications between drains and sewers, and to authorise agreements for that purpose; to require alterations to drains to be made in accordance with bye-laws; to require the examination of new drainage works to existing houses and buildings; and in other respects to make better provision for the sanitary condition of the borough, including the imposition of penalties for failure to

observe any of the obligations prescribed in the intended Act.

To provide for the conversion of existing closet accommodation into water-closets or waste water-closets, the Corporation paying the whole or part of the expense of such conversion; to empower the Corporation to do the necessary work in the case of owners in default, and to make bye-laws with respect to water-closets and waste water-closets, and to prescribe the description or nature, size, materials, position and level thereof and the apparatus and mode of flushing the same, and for the better protection and preventing the misuse thereof, and for the removal and carrying away of human excreta and household slops and refuse, and to provide for the payment, apportionment, and recovery of the expenses.

To require the provision of urinals to inns, public-houses, beerhouses, eating-houses, and other places of public entertainment, and to impose penalties for failure to comply with the requirements of the Corporation.

To make better provision for the prevention or spread of infectious diseases whether within or without the borough through food supply, clothes, lending libraries, attendance at schools within the borough of persons whether residing in or outside the borough, and to make provision relating to fried fish shops and as to the control of the sale of ice cream and oysters, and the making of bye-laws in relation thereto.

To prohibit children from trading in the streets without a license from the Corporation; to authorise a Court of Summary Jurisdiction to deal with children trading without a license and to commit them to an industrial school; to authorise the Corporation to make and enforce bye-laws and regulations with regard to licensing children; to provide for the punishment of persons having control of any child trading without a license; to enable the Corporation to provide houses for children licensed to trade in the streets; to extend, amend and make applicable to children trading in the streets all or some of the provisions of the Prevention of Cruelty to Children Act, 1894, and to confer on the Corporation and the justices, constables and other officers of the borough all or some of the powers contained in that Act.

To prohibit persons assembling in streets for betting purposes; and in other respects to make further and better provisions in regard to the good order and local government of the borough.

Definition and prohibition of sky-signs and restrictions and regulations as to advertising vehicles and hoardings used for advertising purposes.

To make better provision with regard to the registration, control, management, and supervision of common lodging-houses; to provide for the annual registration of such lodging-houses power to cancel the registration of a common lodging-house on the keeper thereof being convicted of certain offences; to empower the Corporation to refuse to register any person as a common lodging-house keeper unless satisfied of his character and fitness; to require proper sanitary conveniences to be provided; penalty on unregistered persons keeping common lodging-houses; and in other respects to alter and amend the law relating to common lodging-houses and the keepers thereof within the borough.

To repeal, alter, or amend the Public Health Act 1875 (Section 4) and the Public Health Acts Amendment Act 1890 (Section 19) with respect to drains and sewers.

Rating and Financial.

To constitute the Corporation the Rating Authority for the borough in respect of all rates (including Poor Rate); to empower them to make allowances and reductions in respect of all or any of the existing rates now levied or leviable within the borough as may be prescribed in the intended Act, and to enable the Overseers to levy all rates leviable by them on one demand note or as one rate (hereinafter called the "General Rate"), and to make provision for prescribing a form or forms of rates, demand notes, and rate receipts, which may include the Poor Rate, Borough Rate, and General District Rate, and all other rates leviable by the Corporation, and to confer upon them all necessary powers, rights, and authorities in that behalf.

To provide for rating the owners of property instead of the occupiers in certain cases and to fix and settle the amount of the allowance or reduction to be made in such cases.

To provide that the property already exempted from assessment to the General District Rate under any local Act shall also be exempted from assessment to Poor Rates and to provide that the loss arising in any district from such exemption shall be distributed over the whole of the borough.

To make provision for all rate books and documents belonging to the united parish of Derby being deposited at such place as the Corporation may appoint.

To vary the existing law regulating the publication of the lists of Parliamentary voters, burgesses, and parochial electors for the parish of Derby.

To empower the Corporation to appoint and remove such clerks, collectors, and other officers as they may deem necessary to assist the overseers generally in the discharge of their duties and to vary the districts and duties of such collectors and other officers.

To provide that the salaries and expenses of such clerks, collectors, and other officers shall be paid out of the Poor Rate or other local rates in such proportions as the Corporation shall determine, and to require that the said rate collectors shall give such security for the performance of their duties as may be required by the Corporation and to make provision as to the deposit of such security.

To provide that the overseers may levy the General Rate either in one sum or by such number of instalments as may be prescribed in the intended Act.

To make provision as to the making up of the accounts of the Overseers and the appointment by the Corporation of such number of Overseers as they may think fit.

To authorise or require the Assessment Committee of the Derby Union or parish to arrange and if necessary divide the Valuation List for the parish of Derby so as to enable the Overseers in making and levying the General Rate to give due effect to the provisions of the intended Act or of any Act varying the amount of any rate levied on any person or on any class of property.

To empower the Corporation to nominate members on the Assessment Committee of the Derby Union, equal in number to the members nominated by the Derby Board of Guardians.

To sanction the expenditure of £6,000 for completing the building and equipment of the Derby Municipal Technical College and to authorise the borrowing of the said sum of £6,000 and to make provisions in regard thereto.

To extend the limit imposed by the Technical

Instruction Acts 1889 and 1892, and to authorise the levying of an increased rate for the purposes of those Acts.

To empower the Corporation to borrow money for all or any of the purposes of the intended Act and for the general purposes of their tramway, water, sewage, electric lighting and other undertakings and for such other purposes as may be prescribed or authorised by the intended Act, and to charge the moneys so borrowed and interest upon the security of the whole or part of the revenues of the Corporation from time to time arising from the tramway, water, sewage, electric lighting and other undertakings and property for the time being of the Corporation or some of them and on any other funds and rates established and leviable by the Corporation, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the intended Act, and to provide for the disposal or application of the revenue arising from the said undertakings or any of them, and to make further provision with reference to the existing debts of the Corporation, the investment of sinking funds and loan funds, the lending of money to school boards and guardians of the poor, and otherwise in relation to the finances, rates, and revenues of the Corporation, and to provide for the application with or without amendment to the intended Act of all or any of the financial provisions contained in Part IV. of the Derby Corporation Tramways, &c., Act, 1899.

To consolidate the Sinking Funds in respect of the existing outstanding loans, mortgages, and other debts (hereinafter called "Loans") of the Corporation, and to empower the Corporation to provide one Sinking Fund only in respect of such loans as aforesaid and future loans, and to apply the accumulations thereof indifferently towards the extinction or redemption of any such loans as they may from time to time think fit, and to prolong or alter the periods prescribed for the repayment of such loans or moneys, and to prescribe a uniform period or different or enlarged periods for the discharge of such loans, and to make other provisions in regard to the Sinking Funds of the Corporation and the application and investment thereof.

To repeal Section 69 of the Derby Corporation Act, 1877; Section 162 of the Derby Improvement Act, 1879; Section 124 of the Derby Corporation Act, 1882; Section 36 of the Derby Corporation Act, 1890; Article VIII. of the Derby Order, 1895; Article VIII. of the Derby Order, 1896; and so much of Section 131 of the Derwent Valley Water Act, 1899, as relates to the Annual Return to the Local Government Board.

To empower the Corporation to make provision for the superannuation of officers and members of their fire brigade, and, if thought fit, to apportion the Police Superannuation Fund between the police force and the fire brigade.

To extend the limit imposed by the Public Libraries Acts, 1892 and 1893, and to authorise the levying of an increased rate for the purposes of those Acts.

Miscellaneous.

To extend the area of supply under the Derby Corporation Electric Lighting Order, 1890, so as to include the added areas, and to apply within such extended area the provisions of the said Order, or some of them, with or without such modifications as may be thought expedient, and to produce and supply electric energy, and make and supply all necessary fittings, and to demand and take rents and charges for and in relation to such supply.

To empower the Corporation to supply electrical energy to any local authority, company, or person within any adjoining or neighbouring district or parish for the working of tramways or other purposes.

To establish and maintain Turkish Baths and to fix the charges to be made in respect thereof.

To enable the Corporation for all or any of the purposes of their existing Acts and of the intended Act to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire compulsorily or by agreement and to hold lands (including in that expression where used in this Notice, houses, buildings, easements, and other property) and the intended Act will extinguish all rights of way over, and will empower the Corporation to stop up and extinguish all rights over, and appropriate the sites of so much of any streets, roads, and footpaths as will become unnecessary by reason of any of the said works, or as are shown on the deposited plans as intended to be stopped up or diverted or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the intended Act, and which shall be so taken, and whensoever the Corporation shall have acquired any lands or houses on both sides of any such street, road, or footpath shown on the deposited plans and described in the deposited book of reference the intended Act will empower the Corporation to stop up and extinguish all rights over and appropriate the site and soil of so much of such street, road, or footway as is co-terminus with the lands or houses so acquired, and the intended Act will or may seek power to enable the Corporation to purchase compulsorily easements without purchasing the land over which such easements would be authorised.

The intended Act will, so far as it may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate and amend the provisions of, among other local and personal Acts and Orders, the following (that is to say): the Derby Improvement Act, 1825; the Derby Waterworks Act, 1848; the Derby Waterworks Act, 1868; the Derby Waterworks Act, 1873; the Derby Corporation Act, 1877; the Derby Improvement Act, 1879; the Derby Corporation Act, 1882; the Derby Corporation Act, 1890; the Derby Corporation Electric Lighting Order, 1890; the Derby Order, 1895; the Derby Order, 1896; the Derby Corporation Tramways &c. Act, 1899; and the following public general Acts that is to say the Public Health Acts and the Public Health Acts Amendment Act, 1890, the Waterworks Clauses Acts, 1847 and 1863, the Rivers Pollution Acts, 1876 and 1893, the Registration of Electors Acts, 1843 to 1891, and all other Acts and Orders directly or indirectly relating to or affecting the Corporation or the borough, 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 Acts, 1875 and 1885, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Tramways Act, 1870, the Light Railways Act, 1896, and the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899; 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.

Duplicate plans and sections of the street widenings, tramways and works, sewage and sewerage works, waterworks, and other works, and plans of the lands to be acquired, and the

lands in, through, or over which they will be made, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees and of the occupiers of such lands, and a copy of this Notice will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Derby, at his office at Derby in that county, and on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this Notice will be deposited with the Town Clerk of the borough of Derby, at his office at the Town Hall, Derby, and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to the areas hereinafter mentioned, in or through which the said street widenings, tramways, sewage and sewerage works, and waterworks, and other works, or any part thereof, are or is intended to be made, or will be situate, or in which any lands, houses, or other property are intended to be taken, together with a copy of this Notice as published in the London Gazette will be deposited as follows:—

As regards the Urban District of Alvaston and Boulton with the Clerk of the Alvaston and Boulton Urban District Council at his office at London-road, Alvaston; as regards the parish of Osmaston with the Clerk of the Osmaston Parish Council at his residence, 6, London-road, Osmaston; as regards the parish of Normanton with the Clerk of the Normanton Parish Council at his office, The College, All Saints', Derby; as regards the parish of Chaddesden with the Clerk of the Chaddesden Parish Council at his residence, School House, Chaddesden; as regards the parish of Darley Abbey with the Clerk of the Darley Abbey Parish Council at his residence, King-street, Duffield; as regards the parish of Littleover with the Clerk of the Littleover Parish Council at his office, 14, Full-street, Derby; as regards the parish of Allestree with the Clerk to the Allestree Parish Council at his residence, the School House, Allestree; as regards the parish of Breadsall with the Clerk to the Breadsall Parish Council at his residence, the School House, Little Eaton; as regards the parish of Little Eaton with the Clerk to the Little Eaton Parish Council at his office, Board School, Little Eaton; and as regards the parish of Spondon with the Clerk to the Spondon Parish Council at his office, 9, Iron Gate, Derby.

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, 1900.

H. F. GADSBY, Town Clerk, Derby.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

Light Railway Commissioners.—November, 1900.
Sandgate, Cheriton, and Folkestone Light Railways.

NOTICE is hereby given that application is intended to be made, in the month of November, 1900, to the Light Railway Commissioners by the Sandgate and Hythe Electric 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 Kent, that is to say, in the urban districts of Sandgate and Cheriton and the borough of Folkestone.

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

Railway No. 1 (4 furlongs 4·00 chains in length), commencing in Upper Folkestone-road, Folkestone, opposite the north-east corner of the Folkestone Cricket Ground, passing thence along Upper Folkestone-road and High-street, Sandgate, and terminating in the last mentioned street at a point 10 yards or thereabouts east of its junction with Military-road.

Railway No. 2 (1 mile 0 furlongs 3·50 chains in length), commencing in High-street, Sandgate, by a junction with Railway No. 1 at its termination as above described, passing thence into and along Military-road for a distance of 270 yards or thereabouts, thence in a northerly and north-westerly direction through private lands and the road on the east side of Enbrook Manor House, Cheriton, and terminating in that road opposite the entrance to the said Manor House.

Railway No. 3 (2 furlongs 6·70 chains in length), commencing in Cheriton by a junction with Railway No. 2 at its termination as above described, passing thence into and along Enbrook Manor-road and Cheriton-road, and terminating in the last mentioned road at a point 200 yards or thereabouts, measured in an easterly direction, from its junction with Ashley-avenue.

Railway No. 4 (2 miles 0 furlongs 8·30 chains in length), commencing in the Cheriton-road by a junction with Railway No. 3 at its termination as above described, passing thence along Cheriton-road, Radnor-park-road, Park-road, Foord-road, Sussex-road, Bradstone-avenue, Bradstone-road, Tontine-street, and Harbour-street, Folkestone, and terminating in the last mentioned street at the southern end thereof.

Railway No. 5 (5 furlongs 0·60 chains in length), commencing in Cheriton-road, Cheriton, by a junction with Railway No. 3 at a point 57 yards or thereabouts west of the junction of Broomfield-road with Cheriton-road, passing thence along Cheriton-street, and terminating therein at the junction of that street with Horn-street.

Railway No. 5A (2 chains in length), commencing in Enbrook Manor-road, Cheriton, by a junction with Railway No. 3 at a point 80 yards or thereabouts south of the junction of the said road with Cheriton-street, passing thence into and terminating in Cheriton-street by a junction with Railway No. 5 at a point 66 yards or thereabouts from the commencement of the last mentioned railway.

The lands and buildings proposed to be taken for the construction of the railways and the widening of streets, consist of 28 acres 3 roods 29·5 poles or thereabouts, and comprise the following:—

In the urban district of Sandgate—

(A.) In the Upper Folkestone-road and High-street, Sandgate, on the northern side thereof, 11 houses, outhouses, and gardens, being the houses situate between the houses known as Chichester-villas, in Upper Folkestone-road, and the entrance to St. Paul's-churchyard.

(B.) A strip of garden land, 4 poles or thereabouts in extent, situate at the south-western corner of the grounds of the house known as "Enbrook," and having a frontage of ten yards or thereabouts to High-street, Sandgate, and of 40 yards or thereabouts to the Military-road.

(C.) In the Military-road, on the west side thereof, a strip of land 20 poles or thereabouts in area, situate between points distant respectively 47 yards and 137 yards or thereabouts, measured in a north-

westerly direction from the junction of High-street with the said Military-road.

- (D.) Certain lands, 26 acres 0 roods 10 poles in extent, being portions of the fields numbered 27, 38, 40, and 44 on the Ordnance Survey map (scale $\frac{1}{25000}$, second edition, 1898).

In the Urban District of Cheriton.

- (A.) A strip of land, 14 poles or thereabouts in area, being a portion of the South Eastern Railway embankment, situate on the eastern side of the bridge carrying the said railway over Enbrook Manor-road.

- (B.) In Enbrook Manor-road, on the east side thereof, 16 cottages, outhouses, gardens and land, 1 acre 2 roods or thereabouts in area, situate between the northern side of the South Eastern Railway embankment and a line drawn parallel thereto, and at a distance of 107 yards or thereabouts to the north thereof.

- (D.) In Cheriton-street, on the north side thereof, certain lands, cottages, outhouses and gardens, 1 rood 6.5 poles or thereabouts in area, situate between a point distant 60 yards or thereabouts, measured in a westerly direction from the junction of that street with Victoria-road, and a point 50 yards or thereabouts, measured in an easterly direction, from the road leading to Firs Farm.

- (E.) In Cheriton-street, on the south-side thereof, a strip of land 1 rood 26 poles or thereabouts in area, being a portion of the property numbered 145 on the aforesaid Ordnance map, and extending for a distance of 450 yards or thereabouts in an easterly direction from Horn-street.

In the borough of Folkestone.

- (A.) In Park-road, a strip of land 1 pole or thereabouts in area, portion of the yard situate on the north of the junction of the said road with Black Bull-road.

- (B.) In Bradstone-road, on the northern side thereof, a block of cottages 8 poles or thereabouts in area, situate at the junction of Dover-road and Bradstone-road, and having a frontage to the latter road of 22 yards or thereabouts, measured in a westerly direction from the said junction.

It is proposed to take the following land for the purpose of a generating station or for the general purposes of the railway.

A plot of land in the parish and urban district of Cheriton, 3 acres 1 rood 32 poles or thereabouts in area, being a portion of the plot numbered 136 on the aforesaid Ordnance map, bounded on the north by the embankment of the South Eastern Railway, on the east and south-east by the Enbrook Manor-road, on the west by the plot numbered 139 on the said Ordnance map, and on the south by a line drawn parallel to the South Eastern Railway, from a point opposite the entrance to Enbrook Farm.

The Order will authorise the Promoters to widen or otherwise alter the bridge carrying the South Eastern Railway over the Enbrook Manor-road.

The Promoters do not seek to acquire any rights or interests in the streets or roads above mentioned, other than a right in perpetuity of 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 4 feet 8½ inches, or such other gauge as may from time to time be determined.

The motive power proposed to be used on the

railway is animal, electrical, or other mechanical power.

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 A. D. & L. J. D. Brockman, 48, Sandgate-road, Folkestone, and may be there 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, 37, Norfolk-street, Strand, W.C., 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, 54, Parliament-street, London, S.W., and at the same time a copy of such objections must be sent to the Promoters or their Solicitors or Agent.

Dated the 16th day of November, 1900.

For the Sandgate and Hythe Electric Company, Limited (the Promoters of the Undertaking).

A. D. and L. J. D. BROCKMAN, 48, Sandgate-road, Folkestone, Solicitors.

SYDNEY MORSE, 37, Norfolk-street, Strand, W.C., Parliamentary Agent.

In Parliament.—Session, 1901.

City and West End Railway.

(Incorporation of Company; Construction of Underground Railway from Hammersmith to Cannon-street; Provisions as to Deviations of Authorised Railways, and as to Underpinning, and as to Purchase of Lands; Use of Subsoil; Electric Generating Station; Stopping Up of Streets, and Agreements with the Corporation of London, the London County Council and Other Authorities and Companies; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to effect all or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

2. To empower the Company to make and maintain the underground railways and works hereinafter described, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, generating plant, depôts, machinery, appliances, works and conveniences (that is to say):—

Railway No. 1, commencing in and under the Broadway, Hammersmith, and terminating in and under Queen Victoria-street, in the city of London, at or near the eastern end thereof.

Railway No. 2 (Depôt Branch), commencing by a junction with Railway No. 1 at, or near, its commencement, as hereinbefore described, and terminating at, or near, the junction of Brandenburgh-road with Fulham Palace-road in the lands hereinafter described as intended to be acquired for a generating station.

Railway No. 3 (a loop line), commencing by a junction with Railway No. 1, at its commencement, as hereinbefore described, and terminating by a junction with the same

railway in and under the Broadway, Hammersmith, at a point 45 yards, or thereabouts, east of the commencement of the said Railway No. 1.

Railway No. 4 (a loop line), commencing by a junction with Railway No. 1, at its termination, as hereinbefore described, and terminating by a junction with the same railway in and under Cannon-street, at a point 25 yards, or thereabouts, east of Bread-street.

which intended railways and works, and the lands and houses to be taken for the purposes thereof, will be situate in the boroughs, cities and parishes following, or some of them (that is to say): the Metropolitan boroughs of Hammersmith, Fulham, Kensington and Chelsea, and the city of Westminster, all in the county of London; and the parishes of Saint Dunstan-in-the-West, Saint Bride Fleet-street, Saint Martin Ludgate, Saint Anne Blackfriars, Saint Gregory-by-Saint-Paul's, Saint Andrew-by-the-Wardrobe, Saint Mary Magdalen, Saint Augustine, Saint Nicholas Cole Abbey, Saint Margaret Moses, Saint Mildred Bread-street, Saint Mary Aldermary (Queen Victoria-street), Saint Thomas-the-Apostle, Saint Antholin (Watling-street), Saint John-the-Baptist, Saint Swithin, Saint Mary Bothlaw, Saint Mary Abchurch, Saint Mary Woolnoth, Saint Mary Woolchurch, Saint Christopher, Saint Mildred-the-Virgin Poultry, Saint Stephen Walbrook and Saint Benet Sherehog, all in the city of London, and in the county of London.

The gauge to be adopted for the intended railways will be the standard gauge of 4 feet 8½ inches, and the motive power to be employed will be electricity.

3. To empower the Company on and subject to such terms and conditions as may be prescribed by the intended Act to stop up temporarily, and to open and use the surface of the roadways and footways of any street or streets for the purpose of constructing the stations on the intended railways, and of providing and maintaining approaches thereto, and to stop up permanently and extinguish all rights of way over the passage forming a continuation from Taylor's-buildings to Saint Martin's-lane, in the parish of Saint Martin-in-the-Fields and the city of Westminster.

4. To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, foot-paths, or places, railways, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid boroughs, cities, and parishes, or any of them, and to appropriate and use for the purposes of the intended works or of the intended Act, the subsoil and under-surface of any lands, streets, roads, squares, highways, and places, under, along, or across which any of the proposed works are intended to be made.

5. To authorise the Company to deviate from the lines or situations of any of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the intended Act, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the intended Act, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To restrict and limit the powers of vertical deviation conferred by the several Acts relating to the Brompton and Piccadilly-circus Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, and the Baker-street and Waterloo Railway Company, and to prohibit any deviation in the construction of the railways authorised by those Acts respectively from the levels shown on the deposited sections relating thereto which would prevent or obstruct or interfere with the construction of the intended railways, and to authorise and confirm or give effect to agreements between the Company and the said other Companies, or any of them, with reference to the construction of their respective railways, and to make provision for the settlement, by arbitration or otherwise, of any differences or disputes arising under the intended Act, or under any such agreement with reference to the matters aforesaid.

7. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are, or are not intended or required to be taken for the purposes thereof.

8. To authorise the Company to purchase, by compulsion or agreement, lands, houses, and other property and easements in, under, or over the same, in the before-mentioned cities, boroughs, and parishes, for the purposes of the intended Act, and in particular to empower the Company to purchase and acquire, by compulsion or agreement, and to hold and use, for the purposes of, and to construct and maintain thereon a station for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus, and conveniences, the lands hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property and subsoil. The lands proposed to be acquired and used for the purposes of a station for generating electric power, are:—

Certain lands in the Metropolitan borough of Fulham, bounded on the east and north-east partly by Fulham Palace-road and partly by land belonging to the School Board for London, on the north or north-west partly by Brandenburgh-road, partly by houses and premises on the south-east side of Brandenburgh-road, and partly by the premises of the Manbrè Saccharine Company, Limited, on the west or south-west partly by the River Thames and partly by houses and premises on the east side of Petley-road, and on the south or south-east partly by the Tea Rose Wharf, partly by Wingrave-road and Crabtree-alley and partly by Crabtree-lane.

And to empower the Company to stop up and extinguish all rights of way over Crabtree-alley and Dorset-lane.

9. To empower the Company, notwithstanding the 92nd Section, or any other section, of the Lands Clauses Consolidation Act 1845, or any Act amending the same, or any other statutory enactment, to purchase and take, by compulsion or agreement, any part of, or any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactories, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory or premises.

10. To empower the Company to appropriate and use the subsoil under any street or road, or

under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, or any easement or right to the use of such subsoil.

11. To make provision with reference to the settlement of questions of disputed compensation within the city of London.

12. To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act 1845, with respect to the sale of superfluous lands.

13. To authorise the Company to build, sell, let, or otherwise deal with or dispose of shops, chambers, flats, offices or other buildings, on or over any lands acquired for the purposes of their stations, or of their undertaking, and to sell and dispose of the freehold or other interests of, and in any houses and buildings, or any part or parts thereof, over any of their stations, or on the site thereof, and also to sell or dispose of the right to build, on or over any of their stations or the sites thereof as a freehold, or to demise the same.

14. To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways, and works, and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

15. To empower the Company on the one hand, and the London County Council (hereinafter called "the County Council"), the Mayor and Commonalty, and Citizens of the City of London (hereinafter called "the Corporation"), or either of them, or any other Council, Corporation, or authority, or any company, or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires or apparatus, on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the construction or maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and, if thought fit, to insert provisions for the protection of the County Council, the Corporation, or such other authority, company, or body as aforesaid respectively, or any or either of them, and to confer upon them in furtherance of any such agreement all or any of the powers of the intended Act.

16. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act 1845, to pay out of the capital or any of the funds of the Company from time to time during construction, interest or dividends on any shares or stock of the Company.

17. To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the intended Act, and to confer other rights and privileges.

18. To alter, amend, extend, and if need be repeal the provisions, or some of the provisions, of the several Acts of Parliament following, that is

to say:—The Metropolis Local Management Acts 1855 and 1856, the Local Government Act 1888, and all other Acts which will or may relate to the County Council, the London Government Act 1899, and all other Acts relating to the City of Westminster, or the said Metropolitan boroughs, and the City of London Sewers Act 1897, the London City Improvement Act 1847, and 57 Geo. III. cap. 29, and all other Acts relating to the Corporation, the Brompton and Piccadilly Circus Railway Act 1897, and all other Acts relating to the Brompton and Piccadilly Circus Railway Company, the Charing Cross, Euston and Hampstead Railway Act 1893, and all other Acts relating to the Charing Cross, Euston and Hampstead Railway Company, and the Baker Street and Waterloo Railway Act 1893, and all other Acts relating to the Baker Street and Waterloo Railway Company.

19. And notice is hereby also given that, on or before the 30th day of November instant, an Ordnance map with the lines of the intended railways delineated thereon, and plans and sections of the railways and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans showing, also the lands to be purchased or acquired by compulsion, under the powers of the intended Act, with a Book of Reference to such plans respectively, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of London, at his office at the Sessions House, Clerkenwell; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections and Book of Reference respectively, as relates to the city of Westminster, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Town Clerk of that City, at his office at the Town Hall, Charing Cross-road; and that, on or before the same day, a copy of so much of the said plans, sections and Book of Reference respectively, as relates to each Metropolitan borough and each parish in the city of London in or through which the said railways and works, or any part thereof, are or is intended to be made, or in which any lands to be taken or acquired compulsorily under the powers of the intended Act are situate, will be deposited for public inspection as follows (that is to say):—In the case of the Metropolitan borough of Hammersmith, with the Town Clerk thereof, at his office, at the Town Hall, Broadway, Hammersmith; in the case of the Metropolitan borough of Fulham, with the Town Clerk thereof, at his office, at the Town Hall, Walham-green; in the case of the Metropolitan borough of Kensington, with the Town Clerk thereof, at his office, at the Town Hall, High-street, Kensington; in the case of the Metropolitan borough of Chelsea, with the Town Clerk thereof, at his office, at the Town Hall, King's-road, Chelsea; and in the case of each parish in the city of London, with the Parish Clerk thereof, at his residence.

20. And notice is hereby further given, that on or before the 21st day of December, 1900, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1900.

ASHURST, MORRIS, CRISP, & Co., 17, Throgmorton-avenue, London, E.C., Solicitors for the Bill.

SHERWOOD & Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Bexley Tramways.

(New Tramways in Parish and Urban District of Bexley and the Parishes of East Wickham and Crayford, in the Dartford Rural District, all in the County of Kent, and the Borough of Woolwich, in the County of London, to be worked by Electrical and other Mechanical Power, and Animal Power, with all Incidental Powers; Widening of Roads; Power to Bexley Urban District Council to run Carriages on their Tramways and to take Charges for the Use thereof; Power to Board of Trade to grant Provisional Orders for Construction by Local Authorities of Tramways beyond their own District, and to Extend Time for Construction of the proposed Tramways; Supply of Electricity in Bulk outside District; Supply of Electric Fittings; Discounts on Electrical Charges; Bye-laws as to Electric Fittings; Borrowing Powers; Sinking Funds; Agreements with Local Authorities and others; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Bexley Urban District Council (hereinafter referred to as "the Council") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To enable the Council to form, lay down, and maintain within the parish and urban district of Bexley, and the parishes of East Wickham and Crayford, in the Dartford rural district, all in the county of Kent, and the borough of Woolwich in the county of London, all or some of the tramways hereinafter described (and hereinafter referred to as "the proposed tramways"), and for that purpose, and for the purpose of any tramways owned, worked, leased, or run over by them (all of which are herein included in the expression "the Council's tramways"), to form, lay down, and maintain all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this Notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, posts, poles, brackets, wires, stables, carriage houses, engine, boiler and dynamo houses, waiting rooms, sheds, buildings, engines, dynamos, works, and conveniences connected therewith respectively, and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centre of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

2. The proposed tramways are the following (that is to say):—

Tramway No. 1, commencing in High-street, Plumstead, at the termination of the Woolwich and South East London Tramways, at a point 8.69 chains from Wickham-lane, and proceeding thence in an easterly direction along High-street, thence into and along Wickham-lane and terminating in Wickham-lane at the most northerly point in that lane of the boundary of the county of Kent.

Tramway No. 2, commencing by a junction
No. 27251. H

with Tramway No. 1 at its point of termination as above described, and proceeding thence in a southerly direction along and terminating in Wickham-lane at the corner of Lodge-lane.

Tramway No. 3, commencing at the termination of Tramway No. 2 at its point of termination as above described, and proceeding thence along Wickham-lane and Dover-road (otherwise Watling-street) in an easterly direction to and terminating in Dover-road at the most easterly point in that road of the boundary of the parish of East Wickham.

Tramway No. 3a, wholly in the Dover-road, commencing at a point 2.27 chains west of Wickham-lane and proceeding thence in an easterly direction to and terminating by a junction with Tramway No. 3.

Tramway No. 4, commencing by a junction with Tramway No. 3 at its point of termination as above described, and proceeding thence in an easterly direction along Dover-road, Crook Log, and Broadway to and terminating in Broadway at its junction with Erith-road.

Tramway No. 5, commencing by a junction with Tramway No. 4 at a point 1 mile 0 furlong 5.80 chains from its commencement, proceeding thence in a north-easterly direction along Market-place and May Place-road, in a northerly direction along Erith-road, and terminating at the most northerly point in the centre of that road of the boundary of the urban district of Bexley.

Tramway No. 5a, commencing in May Place-road by a junction with Tramway No. 5 at a point 6.51 chains from the commencement of Tramway No. 5, thence into and along Chapel-road to and terminating in Broadway by a junction with Tramway No. 4 at a point 1 mile 1 furlong 3.30 chains from the commencement of the said Tramway No. 4.

Tramway No. 6, commencing by a junction with Tramway No. 5 at its point of termination as above described, and proceeding thence along Erith-road in a northerly direction to and terminating at the southern boundary of the urban district of Erith.

3. All of the proposed tramways will be constructed on a gauge of 4 feet 8½ inches or such other gauge as the Board of Trade may approve, and it is not intended to run on such tramways carriages or trucks adapted to run on railways, and it is not proposed to lay any tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the case of the following tramways, and at the points hereinafter mentioned, with respect to each of them, namely:—

Tramway No. 1.—In Wickham-lane.

(1) On both sides thereof, between points respectively 0.91 chain south, and 4.54 chains south of its intersection with High-street.

(2) On both sides thereof, between points respectively 1 furlong 6.90 chains south, and 2 furlongs 1.00 chain south of its intersection with High-street.

(3) On both sides thereof, between points respectively 2.00 chains north, and 2.00 chains south of its intersection with King's Highway.

(4) On both sides thereof, between points

respectively 10·6 chains north, and 1·90 chains north of its intersection with the road leading to the Plumstead Cemetery.

Tramway No. 2.—In Wickham-lane.

- (1) On both sides thereof, from the most northerly point in that lane of the boundary of the county of Kent, to a point distant 2·72 chains therefrom.
- (2) On both sides thereof, from a point 9·00 chains in a north-westerly direction from its intersection with Lodge-lane to the said intersection with Lodge-lane.

Tramway No. 3.—In Wickham-lane.

- (1) On both sides thereof, from its intersection with Lodge-lane, to a point 8·00 chains south thereof.
- (2) On both sides thereof, between points respectively 6·60 chains north and 4·20 chains south of its intersection with Queen's-road.
- (3) On both sides thereof, between points respectively 1 furlong 1·6 chains north, and 7·4 chains north of the north abutment of the Bexley-heath railway bridge.
- (4) On both sides thereof, from a point 10·80 chains north of its intersection with Dover-road, and the said intersection with Dover-road.
- (5) In Dover-road (otherwise Watling-street), on both sides thereof, from its intersection with Wickham-lane, for a distance of 3 furlongs 5 chains east thereof.

Tramway No. 3a.

In Dover-road, on both sides thereof, from its intersection with Wickham-lane to a point 1·4 chains west of the said intersection.

Tramway No. 4.

- (1) In Dover-road, on both sides thereof, between points respectively 8 chains west, and 5 chains west of Danson-road.
- (2) In Crook Log, on both sides thereof, between Danson-road and a point 5·70 chains east of its intersection with Brampton-road.
- (3) In Crook Log, on both sides thereof, between points respectively 6·00 chains west of its intersection with Avenue-road, and 3·00 chains east of its intersection with Pickford-road.
- (4) In Crook Log, on both sides thereof, from a point 2·00 chains west of its intersection with Lion-road and Lion-road.
- (5) In Broadway, on both sides thereof, between its intersection with Lion-road, and a point 3·5 chains east thereof.
- (6) In Broadway, on both sides thereof, from a point 4·00 chains west of its intersection with Graham-road and Graham-road.
- (7) In Broadway, on both sides thereof, between points respectively 5·50 chains west, and 0·50 chain west of its intersection with Pincott-road.
- (8) In Broadway, on both sides thereof, between points respectively 5·50 chains west and 1·50 chains west of its intersection with Erith-road.

Tramway No. 5.

- (1) In Market-place, on both sides thereof, between Woolwich-road and Chapel-road.
- (2) In May Place-road, on both sides throughout its entire length, namely, from Chapel-road to Erith-road.
- (3) In Erith-road, on both sides thereof, between May Place-road and the southern side of the Bexley Heath railway bridge.
- (4) In Erith-road, on both sides thereof, from the northern side of the Bexley Heath railway bridge to the most northerly point

in that road of the boundary of the urban district of Bexley.

Tramway No. 5a.

In Market-place and Broadway, on both sides thereof, from May Place-road to Broadway.

Tramway No. 6.

In Erith-road, on both sides thereof, from the most northerly point in that road of the boundary of the urban district of Bexley to the southern boundary of the urban district of Erith.

4. To empower the Council to make the road widenings hereinafter described (that is to say):—
In the parish of East Wickham, in the county of Kent.

A widening of Wickham-lane, on the western side thereof, from the embankment of the Bexley-heath railway to Dover-road.

In the said parish and urban district of Bexley.

- (1) A widening of Erith-road on the western side thereof, from Long-lane to the southern side of the Bexley-heath railway bridge.
- (2) A widening of Erith-road on the western side thereof, from the northern side of the Bexley-heath railway bridge to the most northerly point in the said Erith-road, of the boundary of the urban district of Bexley.

In the parish of Crayford.

- (1) A widening of Erith-road on the eastern side thereof, from a point 5·00 chains south of the southern end of the eastern parapet of the Bexley-heath railway bridge to the said parapet.
- (2) A widening of Erith-road, on the eastern side thereof, from a point 2·00 chains south of the most northerly point in the centre of that road of the boundary of the urban district of Bexley to Colyer-lane.

5. The motive power to be used on the proposed tramways will be electrical or any mechanical power or animal power.

6. To empower the Council from time to time to alter the position in any street, and to make such alterations of any tramways or light railways within or (by agreement with the local authority and the Company or person owning or working the same) without the Bexley Urban District (hereinafter called "the district") which may for the time being be connected with any of the Council's tramways or any part or parts thereof, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid, as may be necessary or expedient for adapting same to be worked by mechanical power; and to empower the Council to lay down, construct, and maintain on, in, under, or over the surface of any street, road, or place, and (by agreement) to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient, either for the working of the proposed tramways or light railways, or any tramway within or (by agreement with the local authority and the Company or person owning or working the same) without the district which may, for the time being, be connected with any of the Council's tramways, or for connecting any portions of the said tramways, or any tramways within or without the district, with any tramways within or without the district, which can be worked in connection with any of the Council's tramways, or for providing access to or forming connections with

any generating station or stations, engines, machinery, or apparatus.

7. To empower the Board of Trade to authorise by Provisional Order, to be confirmed by Parliament, the purchase of any tramway or tramways, and the construction by the Council of tramways beyond the district, which will, at any time form a connection with any of the Council's tramways, and to extend the time limited by the intended Act for the completion of the tramways thereby authorised.

8. To empower the Council to construct any of the proposed tramways, and to alter the position in any street, by substituting single or interlacing lines for double lines, or double or interlacing lines for single lines.

9. To empower the Council when any road in which a tramway is laid is altered or widened, to re-construct such tramway in such position as they think fit.

10. To empower the Council on the one hand, and any local authority, company, body, or person, on the other hand, to enter into or carry into effect agreements for the supply of electric energy for any purpose, to and by the Council, by and to such local authority, company, body, or person.

11. To enable the Council, on the one hand, and any local authority, company, or person with regard to the tramways or light railways in any adjacent district which can be worked with any of the Council's tramways, on the other, from time to time to enter into and carry into effect contracts and agreements with respect to the purchase, sale, lease, working, use, management, maintenance, alteration, and construction by the contracting parties of all or any of their respective tramways and works, or tramways laid within their respective districts, or any part or parts of such tramways respectively, the making all necessary junctions, the supply of rolling stock, plant, machinery, and electrical or other energy or power, the appointment and removal of officers and servants, the payments to be paid, and the conditions to be performed in respect of such working, use, management, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties and the divisions and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent, and to confirm and to give effect to any agreements, which have been or may be made, touching any of the matters aforesaid, and to authorise the respective contracting parties to give and take guarantee against any loss arising by reason of any such agreement, and to pay out of their rates any such loss.

12. To authorise the Council for the purpose of constructing any tramway in any street to take up, remove, or dispose of, or if thought fit, to appropriate and use in construction of that tramway any existing tramway in such street.

13. To empower the Council to make, from time to time, such turnouts, crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein, as may be necessary or convenient to the efficient working of all or any of the before-mentioned tramways, or any tramways worked by or in lease to the Council, or for affording access to the stables, carriage, engine, boiler, and dynamo houses, buildings, sheds, and works of the Council or their lessees, or for effecting junctions with the system of any other corporation, company, or person with their consent,

14. To empower the Council, from time to time, when by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway, channel, or electric line shall be laid or placed, it is necessary or expedient so to do; to alter, remove, or discontinue all or any part of such tramway, channel, or electric line, and to make, lay down, and place temporarily in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway, channel, or electric lines or substituted tramways, or channels, or electric lines.

15. To confer on and to reserve to the Council and their lessees the exclusive right of using on any of the proposed tramways, carriages drawn or propelled by any motive power herein before mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

16. To provide for the repair by the Council or their lessees, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway, channel, or electric line may for the time being be laid or placed, and for the use or disposition of any materials or things found in the construction or repair of any of the tramways, or channels, or electric lines.

17. To empower the Council and their lessees to place and run carriages on the proposed tramways, and (but subject to the rights of the lessees under any contracts or agreements already made or hereafter to be made) on the Council's tramways, or on any tramway within or without the district which may for the time being be connected with any of the Council's tramways, and to work and demand and take tolls, rates, and charges in respect of the use of such tramways and carriages, and for the conveyance of passengers; animals, goods, minerals, merchandise, and other traffic thereon and therein, and to confer exemptions from such tolls, rates, and charges, and both within and without the district, to provide stables, buildings, carriages, trucks, horses, harness, engines, motors, machinery, apparatus, and steam, hydraulic, electric, cable, and other plant (fixed and movable) necessary or convenient for working such tramways by any motive power hereinbefore mentioned, and to sell, exchange, or dispose of such of the before-mentioned articles and things as may not be required.

18. To authorise the Council, in connection with the said proposed tramways and street works, to make and maintain all necessary approaches, retaining walls, piers, abutments, embankments, girders, cantilevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works, and conveniences.

19. To authorise the Council to deviate in the construction of the said street works, both vertically and laterally, to the extent shown on the deposited plans and sections, or to be defined by the Bill or prescribed by Parliament.

20. To enable the Council, for all or any of the purposes of the Bill, and for the general purposes of their undertaking to appropriate and use any lands for the time being belonging to them, and to purchase or otherwise acquire by compulsion or agreement, and to hold, sell, and let in the parishes of Bexley, East Wickham, and Crayford lands (including in that expression, were used in this Notice, houses, buildings, easements, and other property), and to erect offices, buildings, or other conveniences on any such lands, and to empower the Council

to purchase part only of any property for the purposes aforesaid, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

21. To empower the Council to make in any streets, roads, footways, and thoroughfares all such alterations of levels and width of roadway and footway as may be expedient for or in connection with the construction of the said tramways, and to stop up, alter, divert, and interfere with either permanently or temporarily (and if permanently, to appropriate the site and soil of, and to extinguish all rights of way over), and to cross over, under, or upon all such streets, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, watercourses, sewers, drains, gas and water and other pipes, and telegraphic, telephonic and electric apparatus, as it may be necessary or convenient to stop up, alter, divert, interfere with or cross, for any of the purposes of the Bill.

22. To authorise the Council to run omnibuses or motor cars in connection with their tramways, or when the running of carriages thereon is impracticable.

23. To empower the Council to enter upon, take, and use, compulsorily or otherwise, and to hold the lands hereinafter mentioned, or some of them, or some part or parts thereof respectively, or any estates, rights, or interests in or easements over the same (that is to say):—

A piece or parcel of land situate in the parish and urban district of Bexley, in the county of Kent, containing 2.100 acres or thereabouts, numbered 63 on the 1-2500 Ordnance Map for the parish of Bexley and bounded on the south-east by the South Eastern and Chatham Railway, on the east by the river Cray, on the south-west by the kitchen garden and yard belonging to the residence known as "Ypsilanti," and on the north-west by Refell's Bexley Brewery and the property of Messrs. Lonergan.

And upon such lands or any part thereof, to erect, work, maintain, and use a station or stations for generating, transforming, and transmitting electrical energy, with all dynamos, batteries, transformers, accumulators, condensers, engines, apparatus, plant, machinery, and other works, appliances, and conveniences for that purpose, and to generate, transform, and transmit such energy accordingly.

24. To authorise the Council and any district council, parish council, company, or person to enter into or carry into effect contracts for the supply of electricity within or beyond the limits of supply, and to confer upon the Council and such councils, company, or person the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

25. To empower the Council to manufacture purchase, provide, sell, and let on hire, or otherwise deal in and fix motors, pipes, fittings, engines, stoves, wires, fuses, switches, lamps, dynamos, motors, and other apparatus incidental to the supply or consumption of electricity, to exclude the same from liability to distress, and to make provision in regard to the construction, laying down, inspection, and testing of meters and any of the articles and things aforesaid in premises supplied by the Council with electricity.

26. To empower the Council to allow dis-

counts on charges for electrical energy for payment within a specified period, and to enable the Council to make bye-laws with respect to electric fittings.

27. To empower the Council to borrow money for all or any of the purposes of the intended Act, and for the general purposes of their tramways undertaking, and for such other purposes as may be prescribed or authorised by the intended Act, and to charge the money so borrowed and interest upon the security of the whole part of the revenues of the Council from time to time arising from the tramway and other undertakings and property for the time being of the Council or some of them, and on any other funds and rates established and leviable by the Council, and to empower the Council to apply any of their funds to any of the purposes of the intended Act, and to provide for the disposal or application of the revenue arising from the tramway undertaking, and to make further provision with reference to the existing debts of the Council, and otherwise in relation to the finances, rates, and revenue of the Council.

28. 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 any such local authorities, bodies, companies, and persons, for the purposes aforesaid, to expend their funds, rates and revenues, and to borrow moneys on the security thereof.

29. To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

30. The Bill will, so far as it may be deemed necessary or expedient, vary and extend, or repeal, alter, and consolidate, and amend the provisions of, among other local and personal Acts, the following (that is to say): The Bexley Electric Lighting Order, 1899; and all Acts, Orders, and resolutions directly or indirectly relating to or affecting the Council or the district; 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 Acts, 1875 and 1885; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Tramways Act, 1870; the Light Railways Act, 1896; and the Electric Lighting Acts, 1882 and 1888; and the Electric Lighting (Clauses) Act, 1899, 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.

Duplicate plans and sections, showing the line, situation, and level of the said tramways and street works, and the lands in, through, or over which they will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and a copy of this Notice, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of London, at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Kent, at his office at

Maidstone, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the several areas hereinafter mentioned, and a copy of this Notice will, on or before the said 30th day of November instant, be deposited as follows (that is to say):—

As relates to the urban district of Bexley with the Clerk to the Council, at the Public Hall, Bexley Heath; as relates to the parishes of East Wickham and Crayford, with the clerks of the respective parish councils at their respective residences; and as relates to the borough of Woolwich, with the Town Clerk at his office.

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 15th day of November, 1900.

THOS. G. BAYNES, Solicitor, 3, Spitalstreet, Dartford.

BAKER, LEES, and Co., 54, Parliamentstreet, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1901.

Prestatyn Water.

(Transfer of Undertaking of the Dyserth, Meliden, and Prestatyn Water Company to the Urban District Council of Prestatyn; Winding-up and Dissolution of Company; Maintenance of Existing Works; Supply of Water; Provisions and Regulations as to Supply; Power to Construct Further Waterworks, and to Appropriate Waters; Limits of Supply; Purchase of Lands, Easements, &c.; Provisions as to Protection of Waterworks, and Prevention of Pollution and Waste; Rates and Charges; Agreements; Supply of Water in Bulk; Bye-laws; Borrowing of Money; Repeal, Amendment and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Prestatyn, in the county of Flint (hereinafter referred to as "the Council"), for an Act for all or some of the following purposes and objects (that is to say):—

1. To authorize and empower the Council to purchase and acquire, and to provide for the transfer to, and vesting in the Council of the undertaking works, lands, mains, pipes, easements, property (both real and personal), rights, powers and authorities of the Dyserth, Meliden and Prestatyn Water Company (hereinafter called "the Company"), for such price or consideration and upon and subject to such terms, conditions, and stipulations as may be expressed in or provided by or under the provisions of the intended Act, or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorize or require the Company to sell and transfer their undertaking, property and rights accordingly.

2. To confirm and carry into effect any agreement between the Company and the Council with reference to any such purchase and sale which may have been entered into prior to the passing of the intended Act.

3. To provide for the distribution of the purchase money and assets amongst the shareholders of the Company and any other persons entitled or interested therein, and to provide for the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Company, the employ-

ment of, or compensation to, officers and servants of the Company, and the winding-up and dissolution of the Company.

4. To empower the Council to carry on the undertaking, and to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorize the Council to supply water for public, domestic trade and other purposes within the Urban District of Prestatyn, and the parishes or townships of Uwchlan, Cwm, Trecastle, Rhyd, Dyserth and Meliden, in the county of Flint.

5. To empower the Council to maintain and continue, or if they think fit to discontinue any of the existing or authorized works of the Company, and to enable the Council to make and maintain wholly in the county of Flint the following works, or some of them, or some parts thereof respectively, namely:—

(a.) An aqueduct, conduit or line of pipes (Work No. 1) commencing at a spring known as Ffynnon Asaph, in the parish of Cwm, and terminating in the proposed reservoir (Work No. 2) hereinafter mentioned;

(b.) A storage reservoir (Work No. 2), to be situate in the parish of Cwm, in the said field No. 55, on the 25-inch Ordnance map, second edition 1899, of the said parish, on the east side of the road leading from Bryn-cnewyllyn to the Marian Mill, together with filters and a clear water tank, and all necessary pipes, overflows and other work connected therewith;

(c.) An aqueduct, conduit, or line of pipes (Work No. 3) commencing by a junction with the clear water tank last-mentioned in the parish of Cwm, and passing thence through the parish of Newmarket and along the abandoned line of railway, and again entering the parish of Cwm, near Grove Mill, and thence along the said railway and along the road leading from Newmarket to Dyserth, passing through the hydraulic ram (Work No. 4) hereinafter described, and terminating in the balancing tank (Work No. 5) hereinafter described in the parish of Dyserth;

(d.) A hydraulic ram (Work No. 4) to supply the higher parts of Ochr-y-Foel, to be placed in the disused weighbridge house at the north-west corner of the road between Ochr-y-Foel and Brynlan and the main road between Newmarket and Dyserth, wholly in the parish of Dyserth;

(e.) A balancing tank (Work No. 5), with all necessary pipes, valves, &c, connected therewith, wholly situate in the parish of Dyserth and partly in field No. 315 on the 25-inch Ordnance Map, second edition 1899, in the south-east corner of that field, and partly in the plot of land adjoining the weighbridge house last described;

all which said works will be made and situate within the parishes or townships of Uwchlan, Cwm, Newmarket, Trecastle, Dyserth (with Ochr-y-Foel), Rhyd, Meliden and Prestatyn, or some of them.

6. To authorize the Council also to construct all proper and necessary embankments, filtering beds, softening apparatus, towers, tanks, pipes, drains, catch-pits, tunnels, adits, conduits, culverts, channels, wells, sluices, roads, approaches, apparatus, telegraphs, telephones, engines, pumps, machinery, hydrants, fire-cocks, works and conveniences connected with the proposed works or any of them or incidental thereto, or necessary or convenient for the obtaining, collecting, storing, inspecting, maintaining filtering, softening, cleansing, repairing, distributing

or managing the waterworks and water supply of the Council.

7. To authorize the Council to deviate from the lines and levels of the intended works as shown upon the plans and sections hereinafter mentioned to such extent as may be provided by the Bill.

8. To empower the Council to purchase and take by compulsion or agreement, and to take leases or grants of or easements in, under or over lands, houses, springs (including the Ffynnon Asaph Spring), streams, waters, and other hereditaments in the parishes aforesaid for the purposes of the intended works, or elsewhere within the limits for the time being of the Council for the supply of water for the purposes of their undertaking generally, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters and hereditaments as aforesaid, and will or may empower the Council to acquire compulsorily easements or way-leaves in or under lands in the said parishes instead of purchasing such lands, and to exercise and do on any lands such works, matters and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act 1847.

9. To empower the Council to collect, take and divert, and to appropriate and use for the purposes of the intended Act, and for the general purposes of their undertaking, the Ffynnon Asaph Spring and any springs or waters in, upon or under any lands which they may acquire under the powers of the intended Act, or which they intercept or abstract by means of the works to be authorized by the said intended Act, and to enable the Council to make compensation in money or water to any parties injuriously affected by the abstraction of water by the Council.

10. To authorize the Council to purchase additional lands by agreements, and to acquire easements in, through, under, and over public and private lands, roads, streets, footways and highways, and to vest in the Council the benefit of all contracts for the purchase of lands, or of easements or interests in lands entered into by or on behalf of the Company, and to empower the Council to cross, stop up, alter, and divert temporarily or permanently, and to lay down, maintain, and renew mains, pipes, apparatus and works in, through, over or under streets, roads, footways, highways, thoroughfares, railways, tramways, bridges, canals, rivers, streams, water-courses, sewers, drains, pipes and telegraphic and telephonic apparatus within the limits for the supply of water as prescribed by the intended Act, and to break up and interfere with the same.

11. To empower the Council to prevent the fouling, contaminating or discoloring of any stream or spring from which the Council may derive their water supply, and to hold lands for the purpose of protecting, securing, and preserving their waterworks or water supply, and to sell, lease, or exchange lands vested in them, and to exempt such lands and the Council in respect thereof from the provisions, or some of the provisions, of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

12. To authorize the Council temporarily to discharge water from any of the aqueducts and conduits into any available stream or water-course, or into any stream or water-course with which any of the intended conduits or overflows may communicate, or into any stream or water-course crossed by any aqueduct or conduit, and to make provision for compensating all riparian

owners and other persons for any damage which may be caused by the exercise of such power.

13. To authorize the Council to purchase or acquire the hydraulic ram at or near the Marianhill, and to make provision for the supply of water, in bulk or otherwise, to the owners or occupiers of houses in the vicinity of the waterworks.

14. To make better provision in regard to the supply of water, and amongst other things, with reference to the following matters:—The prevention of waste, undue consumption and contamination of water, the testing and stamping of fittings, the entry of premises supplied with water, the execution of works in connection with the supply of water and for the pressure at which water is to be supplied, definition of domestic supply, the payment of water-rates and charges by owners of small houses, trade supply, supply of houses partly used for trade, power to provide and let on hire meters and fittings, connections, disconnections with and injury to meters, service pipes, misuser of water, and bye-laws and regulations.

15. To authorize the Council, and any other district council, parish council or person to enter into and carry into effect contracts for the supply of water beyond the limits of supply, and to enable such councils to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

16. To empower the Council to levy and recover rates, rents and charges for the supply of water and for the hire of meters and fittings, and to increase, alter, or reduce the rates, rents and charges now charged by the Company.

17. To provide for the application of the revenue and profits arising from the water undertaking of the Council and for paying any deficiency in such revenue out of the general district rate of the district, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

18. To authorize the Council to borrow money for the purposes of the intended Act (including the improvement and extension of the waterworks) upon the security of their water undertaking or the revenue thereof, and upon the district fund and the general district rate, and any other rates or property of the Council, and to empower the Council to grant and issue mortgages, debentures and debenture stock in respect thereof, and to empower the Council to grant annuities chargeable upon the undertaking, rates and property aforesaid, and to provide for the transfer and redemption of such annuities.

19. To vary, repeal, or amend the Dyserth, Meliden and Prestatyn Order 1881, and to amend or extinguish all existing rights, powers and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights, powers and privileges.

20. To incorporate and apply, with or without modification, or render inapplicable, all or some of the provisions of the following Acts:—The Public Health Acts, the Lands Clauses Acts, the Waterworks Clauses Acts 1847 and 1863, the Local Loans Act 1875, the Arbitration Act 1889, and all Acts amending those Acts respectively.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the works intended to be authorized by the Bill showing the lines and levels thereof, and showing also the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette will be deposited for public inspection

with the Clerk of the Peace for the county of Flint at his office at Mold, and that on or before the 30th day of November a copy of so much of the said plans and sections and book of reference as relates to each parish in or through which the intended works or any of them will be made or pass, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this Notice will be deposited with the officer respectively hereinafter mentioned, that is to say:—In the case of (a) any parish having a parish council with the Clerk of the Parish Council at his residence, or (if there is no clerk) with the Chairman of that Council at his residence; (b) any parish comprised in a rural district and not having a parish council with the Clerk of the District Council.

Printed copies of 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 10th day of November, 1900.

JOHN HUGHES, Clerk to the Council,
Prestatyn.

BAKER, LEES and Co., 54, Parliament-
street, Westminster, Solicitors and
Parliamentary Agents.

In Parliament—Session 1901.

Wells Water.

(Dissolution and Re-incorporation of the Wells Water Company, Limited; Provisions as to Capital; Maintenance, Continuance and Improvement of Water Works; Supply of Water; Breaking-up of Roads, &c.; Levying of Rates and Charges; Supply of Water by and Power to Sell or Let Meters; Agreements with Sanitary and other Authorities, Companies, and Persons; Protection Against Nuisance, Waste, &c.; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

1. To dissolve the Wells Water Company, Limited (hereinafter called "the Limited Company") and to cancel or annul their Memorandum and Articles of Association, and any special resolution under which they are now acting, and to provide for their winding-up and to re-incorporate into a Company (hereinafter called "the Company") the proprietors of the Limited Company, or some of them, with or without other persons and corporations.

2. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, licences, and agreements, and benefits of licences and agreements of the Limited Company.

3. To declare, define and regulate the undertaking, capital and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the Company, and to authorize them to raise money by the creation and issue of shares and stock (ordinary or preferential, or both), and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

4. To authorize the Company to create further stock, shares or debenture stock of the Company, and to vest the same in the shareholders of the Company in proportion to their holdings therein, as representing and in satisfaction of arrears of dividends which are due to the shareholders, and also for moneys expended or to be expended by the Company out of their revenue or income or

divisible profits for purposes, the expenditure on which is properly attributable to capital, or to enable the Company out of any moneys to be raised under the Bill to carry to the credit of and to deal with as revenue a sum equal to the total of such arrears of dividend, and any moneys so expended or to be expended out of revenue for capital purposes as aforesaid, and to rectify the capital and revenue accounts of the Company accordingly.

5. To empower the Company to continue and maintain the existing waterworks and other works now belonging to the Limited Company, and to alter, improve, enlarge, extend, renew, and discontinue the waterworks and works, plant, and apparatus for the storage and supply of water, and of materials used in or about the same.

6. To empower the Company to hold, use, alter, improve, enlarge, and maintain the existing waterworks and other works hereinafter mentioned in the county of Somerset, that is to say:—

Work No. 1.—A reservoir or tank, wholly in the parish of St. Cuthbert Out, situate partly in a field numbered 727 in the said parish of St. Cuthbert Out on the ordnance survey map $\frac{1}{2500}$ 1886 edition, at or near a point in the eastern boundary of the said field, distant $7\frac{1}{2}$ chains or thereabouts from the southern corner of the said field measured in a north-easterly direction, partly on the field numbered 749 in the said parish of St. Cuthbert Out on the said ordnance survey map at or near to a point in the western corner of the said field, and partly on the field numbered 750 in the said parish of St. Cuthbert Out on the said ordnance survey map at or near a point in the northern corner of the said field;

Work No. 2.—A reservoir or tank, wholly in the said parish of St. Cuthbert Out, situate on the field numbered 727 in the said parish of St. Cuthbert Out on the said ordnance survey map at a point on the western boundary of the said field 7 chains or thereabouts from the southern corner of the said field measured in a northerly direction;

Work No. 3.—A reservoir or tank, wholly in the parish of St. Cuthbert Out, situate on the field numbered 727 in the said parish of St. Cuthbert Out on the said ordnance survey map at a point $1\frac{1}{2}$ chains or thereabouts from the southern corner of the said field measured in a northerly direction;

Work No. 4.—An aqueduct, conduit or line of pipes, wholly in the said parish of St. Cuthbert Out, commencing in the field marked number 750 in the parish of St. Cuthbert Out on the said ordnance survey map, at a point distant $\frac{1}{2}$ chain or thereabouts from the northern corner of the said field measured in a southerly direction, and terminating in the said field at a point in the southern boundary of the said field distant $\frac{1}{4}$ chain or thereabouts from the south-eastern corner of the said field measured in a westerly direction;

Work No. 5.—An aqueduct, conduit or line of pipes, wholly in the said parish of St. Cuthbert Out, situate in the field numbered 727 in the said parish of St. Cuthbert Out on the said ordnance survey map, commencing at a point on the boundary of the said field 7 chains or thereabouts from the southern corner of the said field measured in a

northerly direction, and terminating at a point situate $1\frac{1}{2}$ chains or thereabouts from the southern corner of the said field measured in a northerly direction;

Work No. 6.—An aqueduct, conduit or line of pipes, wholly in the said parish of St. Cuthbert Out, commencing at a point in the field numbered 727 in the said parish of St. Cuthbert Out on the said ordnance survey map, situate $1\frac{1}{2}$ chains or thereabouts from the southern corner of the said field measured in a northerly direction, and terminating at the existing covered reservoirs of the Company situate in the wood or plantation known as Cold Close Plantation, marked 1998 in the said parish of St. Cuthbert Out on the said ordnance survey map at a point 2 chains or thereabouts from the south-eastern corner of the said plantation measured in a north-easterly direction. Together with all necessary and proper wells, adits, tunnels, drifts, shafts, dams, reservoirs, sluices, pumps, engines, tanks, basins, gauges, filter beds, discharge pipes, aqueducts, culverts, channels, conduits, drains, mains, pipes, junctions, valves, hatch boxes, hydrants, stand pipes, air valves, wash-outs, telegraphs, telephones, apparatus, rails, buildings, houses, chimney shafts and conveniences necessary or proper for the purpose of the water undertaking of the Company.

7. To empower the Company to maintain and use, and from time to time alter, enlarge, and renew any existing mains, pipes, service pipes, and other works of the Limited Company within the limits of supply, and to lay down, maintain, alter, and repair mains, pipes, service pipes, and other works for the supply of water in, through, across, along, and under, and to cross, open, break up, stop up, divert, or otherwise interfere with, either temporarily or permanently, any lands, highways, streets, public or private roads, footpaths, bridges, canals, navigations, streams, watercourses, railways, tramways, electric and other wires, gas pipes, sewers, drains, rivers, and other passages within the limits of supply.

8. To empower the Company to purchase and acquire, by compulsion or agreement, lands, houses, buildings, springs, waters, rights of water, and other hereditaments, or terms, estates, interests, easements, rights or privileges in, over, or affecting the same, and notwithstanding any of the provisions in the Lands Clauses Consolidation Act 1845 as to the sale of superfluous lands, to hold, sell, and dispose of or let on lease or otherwise from time to time any works, lands, houses and property of the Company for the time being, and the Bill will or may vary or extinguish all or any rights, easements or privileges in, over or affecting any lands, houses, buildings, springs, waters or hereditaments which or any term, estate, interest, easement, right or privilege in, over, or affecting which the Company may purchase, acquire or take as aforesaid.

9. To empower the Company to collect and impound, take, use, divert and appropriate by and in the existing works of the Limited Company, and in any works for the time being of the Company, and thence distribute the waters that may be intercepted by any of the works of the Company, or that may be found in, upon, or under any lands for the time being belonging to the Company, or which they may acquire under the Bill, or over or in respect of which they have or may acquire easements or other rights.

10. To define the area of supply, and to empower the Company to supply water for public and private purposes to and within the city of Wells and the parish of St. Cuthbert Out.

11. To take, demand, and recover rates, rents, and charges within the aforesaid borough and out parish for the supply of water, to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to authorize the Company to supply water by meter, and to manufacture, provide, sell, and let meters, fittings, and apparatus, and to charge for the same.

12. To enter into and carry into effect contracts and arrangements for the supply of water in bulk or otherwise for any purpose whatsoever with any corporation, county council, or sanitary authority, railway company, or any other company, body or person within or beyond the limits of supply, and from time to time to vary, suspend, or rescind any such contracts or arrangements and make others in lieu thereof or in addition thereto, and the Bill will confer all necessary powers in that behalf upon all such corporations, authorities, companies, bodies and persons, and will or may enable all parties to any such contracts or arrangements to apply for the purposes thereof any funds or money, and to raise additional funds by rates or otherwise, and the Bill will sanction and confirm with or without modification any agreements already made, or which prior to the passing of the Bill may be made touching the aforesaid matters or any of them.

13. To make special provision for the protection of the works, property and water supply of the Company, and for prohibiting the fouling or contamination thereof, and the waste or misuse of water, and for imposing penalties in respect of any such matters.

14. The Bill will alter, vary, or extinguish all rights and privileges which would interfere with any of its objects, and confer all such other rights and privileges as may be necessary for effecting those objects or in relation thereto, and will or may incorporate with itself, either in extenso or by preference, and with or without alteration, such of the provisions as may be thought expedient of the Lands Clauses Acts, the Companies Clauses Consolidation Act 1845, the Companies Clauses Acts 1863 and 1869, and the Waterworks Clauses Acts 1847 and 1863, and may alter, repeal or amend all or some of the provisions of the Wells Water Order 1872, or any Act or Order relating to the Company.

And notice is hereby given, that on or before the 30th day of November, 1900, plans and sections of the works proposed to be authorized and maintained by the Bill, showing the lines and levels thereof, and plans also of the lands to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plans, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Frome, in that county, and with the clerk to the Parish Council of St. Cuthbert Out, at his residence at Polsham.

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, 1900.

Dated this 19th day of November, 1900.

F. and A. E. CHUBB, Solicitors, Wells, Somerset.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Wimbledon Tramways and Improvement. (Provisions as to Streets, Courts, Yards, Buildings, Sewers, Drains, Water-closets, Privies, and Ash-pits; Milk Supply, Tuberculosis, Infectious Diseases, Hospitals, Mid-wives, Nurses, Removal of Infected Persons, Cleansing and Covering over of Streamains and Ditches, Ice-creams, Unsound Food, Smoke, and other Sanitary Provisions within and beyond the District; Recreation Grounds; Bands of Music; Advertisements; Fires and Fire Brigade; Supply of Electrical Energy within and beyond District; and as to Electrical Fittings; Common Lodging-houses; Tramways in Wimbledon, Merton, and Mitcham; Electrical or Mechanical Traction, and Works in, under, and over Streets; Generating Station; Power to Work Tramways; Tolls and Charges; Omnibuses; Miscellaneous Tramway Provisions; Agreements with London County Council and others; Street Widening and other Works in Wimbledon, Merton, and Mitcham; Underpinning; Compulsory Purchase of Land for Works and Erection of Buildings; Power to take Part of Buildings; Superfluous Lands; Compensation; Police Provisions; Financial Provisions; Market; Crematorium; Closing of Baths; Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Wimbledon (hereinafter referred to as the district and the Council respectively) for an Act for all or some of the objects and purposes following (that is to say):—

Streets, Buildings, and Sewers.

To make further and better provision in regard to streets, buildings, sewers, and drains within the district, and particularly in the following respects:—The retention by the Council of plans and sections deposited with them; to limit the period during which the Council's approval of plans of streets and buildings shall operate; to define future line of streets; to vary position or direction of new streets; prevention of cul-de-sacs; continuation of streets to be deemed new streets; intersecting streets; to define limits of streets; buildings not to be erected until streets laid out, sewered, and curbed; fencing of vacant lands; dangerous places to be repaired or enclosed; as to trees or shrubs overhanging footpaths; as to the crossing of footpaths for horses and vehicles; recovery of damage caused by excavation; entrance to courts not to be closed; existing courts not to be rebuilt upon; gardens and forecourts to be fenced off; public drinking fountains; definition of new buildings; temporary and movable buildings; height of buildings; height of chimneys; back streets to dwelling-houses and secondary means of access; power to regulate materials and workmanship; party walls and fireproof floors in regard to buildings to be used as flats; cutting into and inspection of work; alteration or removal of buildings improperly constructed; dwelling-houses not to be occupied until certified to be fit for habitation; elevation of buildings; power to enter lock-up shops and other premises; water supply to houses; paving and drainage of back yards and courts; ventilation and open spaces about buildings; protection with respect to ovens and furnaces; for preventing water flowing on paths; construction of water closets; power to prohibit cellars in districts liable to floods; amendment of general law in regard to sewers and drains

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and provision for combined drainage; separate systems of sewerage; penalty for injuring any drain, water closet, privy, or ashpit; inspection in regard to the drainage and water supply of buildings; cleansing of cisterns; construction and management of urinals, conveniences, and lavatories above or under ground; removal and alteration of urinals; summary power in regard to sinks and drains; charges for emptying privies and ashpits and removal of manure; testing of sewers and drains; filling up of cesspools; and power to require drains to be laid open for examination.

Sanitary Provisions.

To make further provision with respect to the prevention of infectious and other diseases and for the improvement of the health of the district, and particularly in regard to the following matters:—Provisions and restrictions within and beyond the district with regard to the sale and supply of milk; the keeping of cows; the inspection of dairies; the taking of samples of milk and other provisions with respect to tuberculosis; the furnishing of certain particulars by cowkeepers and dairymen and by persons engaged in washing and mangling clothes; notification of infectious disease by dairymen and others; return of books exposed to infection to public libraries; admission to and discharge from hospitals; principals of schools to furnish list of pupils in certain cases of infection (including measles and whooping-cough); infected persons not to carry on business; provisions as to nurses; disinfection of clothes; amendment of the Infectious Disease (Notification) Act 1889 as to fees in respect of notifying infectious diseases; as to mid-wives and nurses attending patients after attending upon patients suffering from puerperal fever; as to children returning to school after suffering from infectious disease; wakes not to be held over bodies of persons dying of infectious disease; as to removal of infected persons without proper lodging; power to contribute to funds of hospital; recovery of costs of maintenance of infant patients at hospitals; and amendment of Infectious Disease (Notification) Act, 1889, in various respects; the cleansing of streams and watercourses within and adjoining the district; the covering over of streams and ditches and recovery of the expenses from riparian owners and others; to regulate the manufacture and sale of ice-creams and other similar commodities within the district; to make better provision with respect to the sale of unsound food; for the prevention or consumption of smoke arising from fires or furnaces; and in other respects to make provision for the prevention or abatement of nuisances.

Recreation Grounds.

To make further and better provision in regard to recreation grounds and open spaces. To empower the Council to erect, furnish and equip, maintain and remove conservatories, pavilions, refreshment rooms, shelters, and other conveniences in any recreation ground, or open space for the time being belonging to the Council; to authorise the letting of the same and charges for the use thereof and admission thereto; to authorise the setting apart of portions of any recreation ground or open space for games; to provide apparatus for games, and to make charges for the use thereof respectively; to authorise the Council to pay or contribute to the expense of bands of music; to empower the Council to place seats and chairs in recreation grounds, streets, and open spaces; to empower the Council to charge for the use of chairs; and to make bye-laws in regard to the matters aforesaid; to extend the enactments (or

some of them) relating to street offences to recreation grounds and open spaces.

Advertisements.

To make further and better provision in regard to advertisements and sky signs within the district and to empower the Council to licence sites and hoardings and other structures for advertisement purposes, and to prohibit (except in cases to be specified in the intended Act) advertisements except on such licensed sites, hoardings and structures.

Fires and Fire Brigade.

To confer upon the Council further powers in regard to fire brigades and the extinguishing of fires within the district, and amongst other things to confer upon the captain of the fire brigade or other officer control over all operations at any fire; for regulating the traffic at fires; to empower any police constable or member of the fire brigade to enter and break open premises in case of fire; to enable the Council to give compensation in respect of injury or loss of life to officers attending fires, and for provision of firemen's cottages.

Electricity.

To provide for the supply of electrical energy for lighting, traction, power, and other purposes within and beyond the district; to authorise regulations in regard to electrical fittings and apparatus in houses and buildings; to empower the Council to supply electrical fittings and apparatus; to execute works in respect thereof; and to make other provision in regard to the electric lighting undertaking of the Council.

Common Lodging-Houses.

To make better provision as to the management and control of and the providing of proper sanitary conveniences in common lodging-houses; to impose penalties on unregistered common lodging-house keepers; and to make better provision in regard to the registration of common lodging-houses, with power to refuse to register any person as a common lodging-house keeper unless satisfied of his character and fitness.

Tramways and Street Improvements.

To empower the Council to make, lay down, form, and maintain the tramways hereinafter described with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, and passing places, stables, carriage houses, engine, boiler and dynamo houses, sheds, buildings, motor cars, carriages, horses, harness, tramway plant, engines, dynamos, works, machinery, and conveniences connected therewith respectively.

And where in the description of the proposed tramways or street improvements any distance is given with reference to any street which intersects or joins the street in which the tramways are to be laid or improvements made, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other.

The tramways proposed to be authorised will be situate in the parish and district of Wimbledon, the parish of Merton, and the parish of Mitcham, all in the county of Surrey, and are as follows:—

Tramway No. 1, commencing in the parish and district of Wimbledon at a point 0·27 chain or thereabouts eastward of the junction of Hartfield-road with the Broadway, thence proceeding along the Broadway, Merton-road, High-street Merton, and High-street Collier's Wood, and terminating in the last-mentioned street at its junction with Longley-road in the parish of Mitcham.

Tramway No. 2, wholly situate in the district

and parish of Wimbledon, commencing in the Broadway by a junction with Tramway No. 1 at a point opposite to the south-western corner of the Council offices and terminating in the Broadway at a point opposite to the south-western corner of the shop, No. 52, the Broadway.

In the following instances the proposed tramway No. 1 will be laid along the streets hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway:—

(i) In High-street, Merton, on both sides thereof, between the points respectively 1·92 chains and 9·90 chains eastward of the junction of Haydons-road with the said High-street, Merton.

(ii) In High-street, Collier's Wood, on the northern side thereof between the points respectively 1·67 chains and 6·44 chains eastward of the junction of Wandle Bank with High-street, Merton.

(iii) In High-street, Collier's Wood, on both sides thereof between the points respectively 0·30 chain and 7·75 chains eastward of the junction of Waterfall-road with the said High-street, Collier's Wood.

The intended Act will provide that Tramway No. 1 shall not be laid until the streets along which it is proposed to be laid are widened as shown on the deposited plans, and when so laid there will not (except in the cases hereinbefore mentioned) be at any part of the said streets for a distance of 30 feet or upwards a less space than 9 feet 6 inches between the outside of the footpath on either side of the streets and the nearest rail of the tramway.

The proposed tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To empower the Council to make such crossings, passing places, sidings, loops, junctions, and other works as may be necessary or convenient to the efficient working of the intended tramways or any tramways for the time being belonging to or leased by the Council (all of which tramways are hereafter in this notice included in the expression "the Council tramways"), or for affording access to the stables, carriage, engine, boiler, and dynamo houses, generating stations, depôts, waiting rooms, buildings, sheds, and works of the Council or other persons working the said tramways.

To empower the Council, when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any of the Council tramways are laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramways, and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

To empower the Council to take up and remove any of the Council tramways, or any part or parts thereof respectively, and to relay the same in such part of the street or road as the Council may think fit.

To empower the Council to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines on any of the Council tramways.

To provide for the repair by the Council, their lessees or other persons, bodies, or authorities, of any streets, roads, highways, or thoroughfares in which any of the Council tramways may for the

time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of such tramways.

To authorise and provide for the working of the Council tramways by animal power, or by electricity, mechanical, or other motive power, or partly by one such power and partly by another such power.

To empower the Council to lay down, construct, erect, and maintain, on, in, under, or over the surface of any street, road, or place within and beyond the district and whether any of the Council tramways are laid therein or not, such posts, conductors, transformers, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface, and to attach to any house, building, or structure such supports, posts, brackets, conductors, and fittings as may be necessary or convenient for the working of the Council tramways or supplying the same with energy, or for providing access to, or in connection with, any engines, machinery, or apparatus, and to provide for the making and enforcement of by-laws by the Board of Trade and the Council in regard to the working of tramways.

To authorise the Council to generate electrical energy for working the Council tramways on the following lands:—

Certain lands situate in the parish and district of Wimbledon in the county of Surrey, containing 1,960 square yards or thereabouts, bounded on the northerly side thereof by the Council's sewage farm, on the easterly and southerly sides thereof by other land and premises belonging to the Council, and on the westerly side thereof by Durnsford-road, and part of such lands are now used for or in connection with their electric lighting undertaking.

To empower the Council to work the Council tramways and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such carriages.

To authorise the Council or other the person or persons working the Council tramways to demand and take tolls, rates, and charges in respect of the use of such tramways and the carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To empower the Council to acquire, by agreement or compulsion, for carriage sheds, waiting-rooms and other tramway purposes, certain lands abutting on the northern side of High-street, Merton, and in the rear of the houses numbered 62, 64, 66, 68, 70, 72, 74, and 76, in that street, wholly situate in the parish or district of Wimbledon.

To empower the Council to run omnibuses in connection with the Council tramways or when the running of carriages thereon is impracticable.

To make such other provision in regard to the tramway undertaking of the Council as may be deemed expedient, including the purchase of lands, the construction and maintenance of waiting rooms, shelters, and conveniences, the making and enforcing of by-laws and regulations, the carriage of mails, arbitration, the signing and service of notices and orders, the acquisition of patent rights and licenses, the application of revenue, the formation and application of reserve and other funds, and the making good of any deficiency in the revenue.

To authorise the Council, on the one hand and the London County Council and any local authority, company, or person owning or working any tramways or light railways for the time being connected, or which may be worked in connection with the Council tramways, on the other hand, to enter into and carry into effect agreements with respect to the use, maintenance, management, repair, and working of any tramways or light railways belonging or in lease to them respectively, or on which they respectively have power to place or run carriages, and with respect to the placing or running of carriages on any such tramways or light railways, the supply of rolling stock, plant, machinery, motive power and electric energy, the conveyance and interchange of traffic thereon, and the payment, collection, division, and apportionment of rents, tolls, rates, and charges arising from such tramways, light railways, and traffic.

To empower the Council to make and maintain the following street works together with all necessary and proper works, improvements, junctions, connections, approaches, sewers, drains and conveniences connected therewith or incidental thereto, namely:—

Street Work No. 1.—A widening of the Broadway and Merton-road generally on the northern side, commencing at the northern side of the forecourt of the house No. 55, the Broadway, and terminating at or near the western side of Bridges-road.

Street Work No. 2.—An improvement of the junction of Merton-road with Latimer-road, commencing at a point 0.58 chain or thereabouts eastward of the junction of Latimer-road with Bridges-road and terminating at a point 0.76 chain or thereabouts southward of the same junction.

Street Work No. 3.—A widening of Merton-road on the eastern side, and of High-street, Merton, on the northern side, commencing at the southern side of Quicks-road, and terminating at the western side of the house No. 236, High-street, Merton.

Street Work No. 4.—A widening of High-street, Merton, on the northern side, commencing at the eastern side of Hamilton-road, and terminating at the western side of the house No. 52, High-street, Merton, aforesaid.

Street Work No. 5.—A widening of High-street, Collier's Wood, on the north-western side between the points 2.58 chains or thereabouts and 15.75 chains or thereabouts respectively north-eastward of the junction of Wandle-bank with High-street, Merton.

Street Work No. 6.—A widening of High-street, Collier's Wood, on both sides, commencing at a point 0.78 chain or thereabouts eastward of the centre of the bridge carrying the said street or road over the joint line of the London, Brighton and South Coast Railway Company and the London and South Western Railway Company and terminating at or near the northern end of the said High-street, Collier's Wood.

Street Work No. 7.—A widening of the Broadway on the southern side, commencing at the western side of the house No. 12, the Broadway, and terminating at or near the western side of Gladstone-road.

Street Work No. 8.—A widening of Merton-road on the southern side, commencing at the eastern side of the house No. 17, Merton-road, and terminating at or near the northern side of Kingston-road.

Street Work No. 9.—A widening of High-

street, Merton, on the southern side, commencing at a point 0.60 chain or thereabouts south-westward of the junction of Hamilton-road with the said High-street, Merton, and terminating at a point 3.52 chains or thereabouts westward of the junction of Hardy-road with the said High-street, Merton.

Street Work No. 10.—A widening of High-street, Collier's Wood, on the south-eastern side, commencing at a point 6.80 chains or thereabouts north-eastward of the junction of Wandle bank with High-street, Merton, and terminating at or near the southern side of Robinson-road, including the culverting of a portion of Graveney Brook.

Street Work No. 11.—A widening of Wimbledon-hill-road on the north-eastern side, commencing at or about the south-east side of Price's Coal Office, and terminating at or near the south-eastern side of Alexandra-road.

Street Work No. 12.—A widening and improvement of High-street, Wimbledon, and Church-road, commencing at or near the eastern side of the Council's Fire Station in the said High-street, and terminating at a point 0.80 chain or thereabouts south-westward of the junction of Courthope-road with the said Church-road.

Street Work No. 13.—A widening and improvement of Lingfield-road and High-street, Wimbledon, commencing in Lingfield-road, at the south-western corner of the house No. 1, Lingfield-road and terminating in High-street at or near the north-eastern corner of the premises No. 44, High-street.

Street Work No. 14.—A widening and improvement of Woodhayes-road on the western side and of Cope Hill on the northern side, commencing in the said Woodhayes-road at a point 3.25 chains or thereabouts north of the junction of the said Woodhayes-road with the said Cope Hill, and terminating in the said Cope Hill at a point 0.40 chain or thereabouts north of the junction of Cottenham Park-road with the said Cope Hill.

Street Work No. 15.—A widening of Haydens-road on the eastern side, commencing at a point 0.75 chain or thereabouts south-eastward of the junction of Quick's-road with the said Haydens-road, and terminating at a point 0.98 chain or thereabouts north-eastward of the same junction.

Street Work No. 16.—An improvement of the junction of South-road with Haydens-road commencing at a point 1.40 chains or thereabouts southward of the junction of South-road with Haydens-road and terminating at a point 1.75 chains or thereabouts south-eastward of the same junction.

Street Work No. 17.—A new street or diversion of Hamilton-mews commencing on the eastern side of Merton-road at a point 0.18 chain or thereabouts north of the northern side of Hamilton-mews and terminating in Hamilton-mews at a point 1.83 chains or thereabouts east of Merton-road.

The intended street works will be situate as regards those numbered 1, 2, 3, 4, 7, 8, 11, 12, 13, 14, 15, 16, and 17 wholly in the parish and district of Wimbledon, as to that numbered 9 wholly in the parish of Merton, and as to those numbered 5, 6, and 10, wholly in the parish of Mitcham. And all such works will be situate in the county of Surrey.

To empower the Council to deviate laterally and vertically from the lines and levels of the intended works shown on the deposited plans

hereinafter mentioned, to the extent to be shown on the said plans, or to be defined in the intended Act.

To under-pin, support, and otherwise strengthen the walls and buildings near to, or which may be affected by any of the proposed works without being required to purchase the same.

To authorise the Council to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and interfere with streets, roads, highways, carriageways, footpaths, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, electric wires and conductors, and apparatus within the parishes aforesaid, for the purpose of constructing and maintaining the proposed works or any of them, or otherwise for the purposes of the intended Act, and to appropriate and use the soil and surface of any highway stopped up or diverted. The highway proposed to be permanently stopped up is a part of Hamilton-mews.

To empower the Council for the purposes of the proposed works, and for the acquisition of space for the erection of buildings near thereto, and for other the purposes of the intended Act, to purchase or acquire, by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the parishes aforesaid, and to acquire, by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, and buildings.

To authorise the Council to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

To authorise the Council to appropriate and lay out for building purposes portions of any lands to be acquired by them under the powers of the intended Act, and to sell or exchange, or otherwise dispose of, and grant building and other leases, and to let for building purposes all or any lands, buildings, or hereditaments for the time being belonging to them, and to sell and dispose of such annual rents and the reversion of any land or building, and to extend the powers of the Council with respect to the holding, retaining, or disposing of lands.

To exempt the Council from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily part only of certain properties; and to make special provision for determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act, and to require the tribunal to take into account the increased value of lands retained by the claimant.

Police.

To empower the Council to make bye-laws as to shows, swings, roundabouts, and street cries; to prohibit indecent shows and to prohibit or regulate the use of sheds, vans, tents, and similar structures for human habitation; to require street musicians to depart when requested, and to authorise the Council to make bye-laws for the good rule and order of the district.

Finance.

To authorise the Council to borrow money for any of the purposes of the intended Act; to charge the moneys so borrowed on the general district rate, and the undertakings, revenue, and property of the Council or any of such securities, and to authorise the Council to grant and issue mortgages in respect thereof, and to authorise the Council to apply any of their moneys to the purposes of the intended Act to provide for the investment of sinking funds, and to make other

provision in regard to the borrowing and discharge of moneys and other financial matters.

Miscellaneous.

To provide for the establishment of a market, the taking of tolls, rents, and stallages in respect thereof, and to make all necessary and proper provisions in regard to the holding of the market.

To empower the Council to make, maintain, and equip a crematorium, and to use for that purpose a part of the Wimbledon cemetery not now used for interments, situate on the northern side of Gap-road in the district and parish of Wimbledon; and to authorise bye-laws as to the cremation of human remains, and to authorise charges for the use of the crematorium.

To authorise the Council to appropriate lands belonging to them, and not required for the purpose for which they were originally acquired, to any of the purposes of the intended Act, or to any other purpose for which they are authorised to acquire land.

To authorise the Council to close on certain occasions the public baths, with power to charge for the exclusive use thereof.

To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the intended Act.

To incorporate, with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Public Health Acts; the Local Loans Act, 1875; the Lands Clauses Acts; the Baths and Wash-houses Acts, 1846 to 1899; the Waterworks Clauses Act, 1847; the Tramways Act, 1870; the Arbitration Act, 1889; the Electric Lighting Acts, 1882 and 1888; the Electric Lighting (Clauses) Act, 1899, and all Acts amending those Acts respectively.

Plans and sections of the intended works with a book of reference to the plans and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey at his office at Kingston-upon-Thames, and a copy of so much of such plans, sections and book of reference as relate to each of the several areas hereinafter mentioned together with a copy of the said notice will, on or before the said 30th day of November, be deposited as follows:—As relates to the urban district of Wimbledon, with the Clerk of the Urban District Council, at his office in Wimbledon, and as relates to the parishes of Merton and Mitcham respectively, with the Clerk of the Parish Council of each parish at his residence, or if there is no clerk, with the Chairman of the Parish Council at his residence.

Printed copies of the intended Act or 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, 1900.

R. H. SMETHURST BUTTERWORTH, Clerk and Solicitor to the Council, Wimbledon.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Dover Corporation

(Transfer of Undertakings).

(Purchase by Compulsion or Agreement of Undertakings of Dover Gas Company and Dover Electricity Supply Company, or either of them; Maintenance, Improvement, and Extension of all or some of the existing works; Supply of Gas, Electric Light and Power; Meters and Fittings; Rates and

Charges; Borrowing of Money; Repeal; Amendment and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the mayor, aldermen, and burgesses of the borough of Dover (hereinafter referred to as "the Corporation") for an Act for all or some of the following purposes and objects (that is to say):—

1. To empower the Corporation to purchase by compulsion or agreement the gasworks, electric works and other the undertakings, rights, powers, and properties of the Dover Gas Light Company, and of the Dover Electricity Supply Company, Limited (hereinafter called "the Companies"), or of either of the Companies; to provide for the transfer to and vesting in the Corporation of such gasworks, electric works, undertakings, rights, powers, and properties, the application of the purchase money, the payment of the debts and the fulfilment of the contracts of the Companies, the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Companies, the employment of or compensation to officers and servants of the Companies, and the winding-up and dissolution of the Companies, and to confirm and carry into effect any agreement between the Companies or either of them and the Corporation, entered into prior to the passing of the intended Act for the sale and purchase of the undertakings or otherwise in relation to the matters aforesaid.
2. To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer to the Corporation of the undertakings, rights, powers, and properties of the Companies or either of them.
3. To authorise the Corporation to carry on the undertaking or undertakings acquired by them, and to maintain and from time to time to improve, enlarge, alter, renew, extend, or discontinue the gasworks upon the lands upon which they now stand or upon which the Dover Gas Company are authorised to manufacture and store gas and residual products, and upon all such lands to erect, lay down, provide, maintain, and from time to time enlarge, improve, alter, renew, or discontinue additional gasworks, and to manufacture and store gas and materials employed in or about the manufacture of gas, and to convert and manufacture and store all or any products resulting or arising from the manufacture of gas, and to authorise the Corporation to supply gas within the Company's limits of supply, or any part or parts thereof.
4. To wholly or partially repeal the Dover Gasworks Act, 1860, the Dover Gas (Amendment) Act, 1864, the Dover Gas Order, 1885, confirmed by Act of Parliament passed in the same year, and any other Acts or Orders, relating to the undertaking of the Dover Gas Light Company, and to re-enact all or some of the provisions of those Acts with amendments in the intended Act.
5. To empower the Corporation to supply gas for lighting, heating, motive, warming, and other purposes.
6. To empower the Corporation upon sale and transfer of the undertaking of the

Dover Electricity Supply Company, Limited, to exercise, perform, and discharge all the powers, duties, and obligations of the Company in relation to the supply of energy under the Electric Lighting Acts, 1882 and 1888, and to revise or extend to the Corporation all the rights, powers, and privileges of the Corporation, under the Dover Electric Lighting Order, 1890, confirmed by the Electric Lighting Orders Confirmation Act, 1890, and to repeal, alter, or amend all or some of the provisions of that Order, subject to such modifications as may be provided for by the intended Act.

7. To empower the Corporation to manufacture, purchase, provide, sell, and let on hire, or otherwise deal in and fix meters, pipes, fittings, engines, and other apparatus incidental to the supply or consumption of gas and electricity, to exclude the same from liability to distress, and to make provision in regard to the construction, laying down, inspection, and testing of pipes, meters, and fittings.
8. To authorise the Corporation and any district council, parish council, company, or person to enter into and carry into effect contracts for the supply of gas and electricity within or beyond the limits of supply, and to confer upon the Corporation and such councils, company, or person the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary monies.
9. To authorise the Corporation for any of the purposes of the undertaking or undertakings to purchase or take on lease, and hold land, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses, or buildings for the time being belonging to them, and not required for the purposes of the undertaking.
10. To confer upon the Corporation all other necessary powers and authorities for the manufacture, production, storage, and supply of gas and electricity of any description for all public or private purposes.
11. To make provision in regard to the price, pressure, quality, and testing of gas and electricity.
12. To authorise the Corporation to maintain and use and from time to time to alter, renew, and make such extensions of and additions to the mains, pipes, culverts, drains, conductors, generators, dynamos, and other works and apparatus acquired by them as may in the opinion of the Corporation be necessary, and for that purpose and for the general purposes of the intended Act to cross, open, break up, divert, stop up, or otherwise interfere with railways, tramway, streets (whether dedicated to the public use or not), roads, highways, footways, lands, sewers, drains, pipes, gas, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals, bridges, navigations, streams, watercourses, and passages, or other places.
13. To authorise the Corporation to enter upon lands and premises in certain cases, to remove or inspect any pipes, apparatus, and works belonging to the Corporation, and for other purposes.
14. To make provision in regard to matters incidental to the objects of the intended Act, including the following:—The exemption of the Corporation from liability to supply gas and electricity to persons in

debt to them in respect of other property, and from liability to penalties in cases of unavoidable accidents; the payment of interest on deposits; the making of by-laws; audit of accounts; the giving service and authentication of notices and other documents; the exemption of justices and others from disqualification by reason of contracts for supply of gas and electricity; and the imposition, recovery, and application of penalties.

15. To authorise the Corporation to acquire, hold, and use patent rights and licences thereunder for any of the purposes of the intended Act.
16. To empower the Corporation to levy and recover rates, rents, and charges for the supply of gas and electricity, and for the sale and hire of meters, stoves, and fittings, and to increase, alter, or reduce the rates, rents, and charges authorised to be charged by the Companies respectively.
17. To confer upon the Corporation all or some of the powers contained in the several Acts relating to the Dover Gas Light Company's undertaking, and to exempt the Corporation from the enactments limiting the profits of the undertaking.
18. To provide for the application of the revenue and profits arising from the undertaking or undertakings of the Corporation, and for meeting any deficiency in the revenue of undertaking or undertakings, and to provide for the formation and application of reserve funds in respect of the said undertaking or undertakings.
19. To authorise the Corporation to borrow money for the purposes of the intended Act upon the security of the undertaking or undertakings or the revenue of them or either of them, and upon the district fund and general district rate, and any other rates or property of the Corporation; and to empower the Corporation to grant and issue mortgages, stock debentures, and debenture stock in respect thereof; and to empower the Corporation to grant annuities chargeable upon the undertakings, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities.
20. To vary, repeal, or extinguish all existing rights, powers, and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights, powers, and privileges.
21. To incorporate and apply with or without modification, or render inapplicable, all or some of the provisions of the following Public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Lands Clauses Acts; the Gasworks Clauses Acts, 1847 and 1871; the Local Loans Act, 1875; the Electric Lighting Acts, 1882 to 1889, and the Electric Lighting Clauses Act, 1899; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

Printed copies of the intended Act or 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, 1900.

E. WOLLASTON KNOCKER, Town Clerk,
Dover.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Brompton and Piccadilly Circus Railway
(Extensions).

(New Railways, Subways, and Works; Gauge and Motive Power; Compulsory Purchase of Lands and Easements; Additional Lands for Station Purposes; Underpinning; Tolls; Exemption of Buildings, &c., from Provisions of Metropolis Management Act; Sale and Lease of Surplus Lands; As to Buildings; Application of Existing Capital and Increase of Capital; Extension of Time for Compulsory purchase of Lands and for Completion of Authorised Railways and Works; Change of Name; Agreements with Metropolitan District, the Baker-street and Waterloo, and the Charing Cross, Euston, and Hampstead, Great Northern and Strand, City and South London, and Central London Railway Companies, as to Construction and Use of Railways of Company and of those Companies' Stations, and Interchange of Traffic and other Matters; Payment of Interest out of Capital during Construction; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Brompton and Piccadilly Circus Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes (that is to say):—

To authorise the Company to make and maintain the underground railways, subways, and works hereinafter described, or some part or parts thereof, with all proper sidings, stations, shafts, lifts, tunnels, subways, roads, approaches, junctions, works, and conveniences connected therewith, or incidental thereto (that is to say):—

Railway No. 1, commencing in the parish of St. James Westminster, in the City of Westminster, by a junction with Railway No. 1, authorised by the Brompton and Piccadilly Circus Railway Act, 1897 (hereinafter referred to as "the Company's Act of 1897"); at the point of commencement thereof under Piccadilly, at the southern end of Air-street, as shown on the plans deposited for that Act, with the Clerk of the Peace for the County of London, in the month of November, 1896, and terminating in the parish of St. Giles-in-the-Fields, and St. George Bloomsbury, in the Metropolitan Borough of Holborn, under the centre of Hart-street at the south-western corner of Bloomsbury-square.

Railway No. 2, commencing by a junction with the intended Railway No. 1 at its termination before described, and terminating under the centre of the roadway of High-street, Islington, at a point 25 yards or thereabouts south of the eastern end of White Lion-street, which said High-street, Islington, forms the boundary between the parish of St. Mary Islington, in the Metropolitan Borough of Islington, and the parishes of Saint James and Saint John Clerkenwell in the Metropolitan Borough of Finsbury.

Railway No. 3, commencing in the parish of St. Mary Abbott's, Kensington, in the Metropolitan Borough of Kensington, by a junction with Railway No. 1, authorised by the Company's Act of 1897, at a point under Fulham-road 20 yards or thereabouts north of the eastern end of North-terrace, and terminating in the said parish of St. Mary Abbott's, Kensington, under the Fulham-road, in the Metropolitan

Boroughs of Kensington and Chelsea, at a point 20 yards or thereabouts north of the northern end of Stamford-bridge carrying the Fulham-road over the West London Extension Railway.

Railway No. 4, commencing in the parish of St. Mary Abbott's, Kensington, aforesaid, by a junction with the intended Railway No. 3 before described, at a point under the Fulham-road, 20 yards or thereabouts, measured in a southerly direction from the western end of Marlborough-road, and terminating in the parish of St. Luke, Chelsea, in the Metropolitan Borough of Chelsea, by a junction with the up line of the railway of the Metropolitan District Railway Company, described in and authorised by the Metropolitan District Railway Act, 1897 (shown upon the plans for that railway deposited with the Clerk of the Peace for the County of London in the month of November, 1896), at a point under the existing line of the Metropolitan District Railway, which point is 185 yards or thereabouts, measured along that existing railway in an easterly direction from the centre of the Fulham-road.

Railway No. 5, commencing in the aforesaid parish of St. Luke, Chelsea, by a junction with the intended Railway No. 3 before described at a point under Fulham-road, 90 yards or thereabouts measured in a southerly direction from the western end of Marlborough-road, and terminating in the aforesaid parish of St. Luke, Chelsea, by a junction with the down line of the said railway of the Metropolitan District Railway Company, described in and authorised by the Metropolitan District Railway Act, 1897, at a point under the existing line of the Metropolitan District Railway, which point is 185 yards or thereabouts measured along that existing railway in an easterly direction from the centre of the Fulham-road.

Railway No. 6, commencing in the parish of St. Mary Abbott's, Kensington, aforesaid, by a junction with the intended Railway No. 3, before described, at a point under the Fulham-road 70 yards or thereabouts, measured in a southerly direction from the western end of Marlborough-road, and terminating in the aforesaid parish of St. Luke, Chelsea, by a junction with the down line of the existing railway of the Metropolitan District Railway at a point 20 yards or thereabouts measured along that railway in a westerly direction from the centre of Moore-street.

Railway No. 7, commencing in the parish of St. Luke, Chelsea, aforesaid, by a junction with the intended Railway No. 3, before described, at a point under the Fulham-road 40 yards or thereabouts measured in a southerly direction from the western end of Marlborough-road, and terminating in the said parish of St. Luke, Chelsea, by a junction with the up line of the existing railway of the Metropolitan District Railway at a point 20 yards or thereabouts measured along that railway in a westerly direction from the centre of Moore-street.

A subway for foot passengers only in the parish of St. George's Hanover-square, in the City of Westminster, commencing 66 yards or thereabouts west of the south-west corner of Apsley House, and terminating 75 yards or thereabouts south-west of the aforesaid corner of Apsley House.

Which said intended railways, subways and

works, and the lands and houses to be taken for the purposes thereof, will be situate wholly in the County of London in the parishes and places following, or some of them (that is to say):—

St. James, Westminster, St. Aune, Westminster, or St. Anne, Soho, and St. George's, Hanover-square, in the City of Westminster; St. Giles-in-the-Fields and St. George Bloomsbury, St. Andrew Holborn above the Bars, and St. George the Martyr, in the Metropolitan Borough of Holborn; St. James and St. John, Clerkenwell, in the Metropolitan Borough of Finsbury; St. Mary, Islington, in the Metropolitan Borough of Islington; St. Mary Abbott's, Kensington, in the Metropolitan Borough of Kensington; St. Luke, Chelsea, in the Metropolitan Borough of Chelsea, or all or some or one of them.

To authorise the Company, for the purposes of carrying the intended Railway No. 3, before described over the said railway authorised by the Metropolitan District Railway Act 1897, to alter the line and levels of such portion of that authorised railway, between the Old Brompton-road in the said parish of St. Mary Abbott's, Kensington, and Cadogan-gardens in the said parish of St. Luke, Chelsea, as may be necessary or as the Bill may define, and also to alter the line and levels of so much of the authorised railways of the Company described in the Company's Act of 1897, at or near the junction of the intended Railway No. 3 as may be necessary or convenient.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity, or any other mechanical power (other than steam locomotives).

To authorise the Company to cross, stop up, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, thoroughfares or places, railways, canals, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus or other works, conveniences, and appliances within or adjoining the aforesaid parishes, boroughs and places, or any of them.

To authorise the Company to deviate from the lines or situations of any of the railways, subway, and works within the limits of lateral deviation shown on the plans hereinafter mentioned, or as may be defined by the intended Act, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned, to such an extent as may be authorised by or determined under the powers of the intended Act, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings or works are or are not intended or required to be taken for the purposes thereof.

To authorise the Company to purchase, by compulsion or agreement, lands, houses, and other property and easements therein and thereunder for the purposes of the intended works, and notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, or any other statutory enactment, to empower the Company to purchase and take, by compulsion or agreement, any part of or any lands, vaults, cellars, arches, or other offices attached or

belonging to any houses, buildings, manufactory or other premises without being required or compelled to purchase the whole of such lands, houses, building, manufactory or premises, and to empower the Company to appropriate without payment therefor and use the subsoil under any street or road, or under any house, building, manufactory or premises, cellars, vaults, arches or other constructions, or any parts thereof respectively, without being required or compelled to purchase any such house, building, manufactory or premises, cellars, vaults, arches or other constructions, or the site thereof, or any easement or right to the use of such subsoil, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property.

To authorise the Company for stations and for general purposes connected with their undertaking to purchase by compulsion or by agreement all or some of the additional lands and property shown on the plan to be deposited as hereinafter mentioned, or some part thereof, viz.:—

Certain lands formerly in the said Parish of St. Mary Abbott's Kensington but now in the Metropolitan Borough of Chelsea, in the county of London, bounded on the north by Brompton-road, and on the west by the western side of Hoopers-court, and known as Nos. 19, 21, 23, 25, 27, and 29, Brompton-road.

To authorise the Company to sell, convey, demise and lease, or otherwise dispose of, lands, tenements and hereditaments purchased or acquired under the powers of the Company's Act of 1897, or by the Brompton and Piccadilly Circus (Extensions) Act, 1899, hereinafter referred to as "the Company's Act of 1899," or the intended Act, and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates and charges upon and in respect of the said intended railways, subway, works and conveniences, to alter the tolls, rates and charges which the Company are now authorised to levy in respect of the railways authorised by the Company's Acts of 1897 and 1899, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges respectively.

To exempt the railways, stations, buildings, and works of the Company from the provisions of Section 75 of the Metropolis Local Management Act, 1862, or any Act or Acts amending the same, and any other provisions of those Acts, or any of them, or of any Act restricting or interfering with the powers of the Company in connection with the construction and maintenance of stations and other buildings and works, or purporting so to do.

To provide that, subject to the provisions of the intended Act, the intended railways, subways, and works shall, for the purposes of tolls, rates, and charges, and for all other purposes whatsoever, form part of the Brompton and Piccadilly Circus Railway, authorised by the Company's Acts of 1897 and 1899, and of the undertaking of the Company, and to extend and apply the provisions of the Company's Acts of 1897 and 1899 as may be deemed expedient, to the said intended railway, and to the capital to be raised under the intended Act.

To extend the time limited by the Company's Act, 1897 (extended by the Metropolitan District Railway Act, 1900), and by the Company's Act of 1899, for the compulsory purchase of lands for the purposes of those Acts, and for

the construction and completion of the underground railways, subways, cables, generating station and works described in and authorised by the Company's Acts of 1897 and 1899.

To authorise the Company for all or any of the purposes of the intended railways and works and of the intended Act to apply their funds and revenues, and for such purposes, and for the general purposes of their undertaking to raise additional capital by the creation of new shares or stock, either with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges, and by borrowing and by the creation and issue of debenture stock or by any of such means.

To change the name of the Company and of their undertaking to such name as the Bill may prescribe.

To empower the Company on the one hand, and the Metropolitan District Railway Company, the Baker-street and Waterloo Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, the Great Northern and Strand Railway Company, the City and South London Railway Company and the Central London Railway Company, or any or either of them (hereinafter referred to as "the contracting Companies") on the other hand, to enter into and carry into effect agreements for or with respect to the interchange, transmission and delivery of traffic coming from, destined for, or passing over the respective railways and works of the contracting 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 with respect to the construction, working, use, management, and maintenance of the railways and works of the Company, and of the Contracting Companies, or any or either of them, and the construction of stations and interchange of traffic over their respective railways, or any or either of them, or any part thereof, and with respect to the joint or separate ownership, use, and occupation of any lands, stations and other works of the contracting Companies, or any or either of them, or any part or parts thereof, and to enable the Company, by arrangement with the contracting Companies, or either of them to apply their capital and construct any part of the respective railways, including the use thereof by the Company, 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 to confirm and give effect to any agreement which has been or may be entered into in reference to those matters or any of them.

To empower the Company on the one hand and the Commissioner of Her Majesty's Woods, the London County Council (hereinafter called the "County Council"), or any Metropolitan Borough or other authority, having the control or management of streets, roads, sewers, water, gas, hydraulic or other pipes, wires or apparatus, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction or maintenance of the authorised or intended railway, subways and works, or any of them, or any part or parts thereof, respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters.

To enable the Company to construct and maintain the portion of the said railway described in and authorised by the Metropolitan District Railway Act, 1897, between South Kensington and Earl's Court, to raise further capital for that purpose, to levy tolls, rates, and charges upon such portion of railway, and to constitute the same into a separate undertaking, and the Bill will or may sanction and confirm any agreements which have been or may be made between the Company and the Metropolitan District Railway Company, touching any of the matters aforesaid.

To incorporate with the Bill all or any of the provisions of the Companies Clauses Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Acts, 1863, and to make applicable to the proposed railways, subways and works all or any of the provisions of the Company's Acts of 1897 and 1899, with such alterations and amendments as may be deemed expedient.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay, during construction, out of capital or any funds of the Company, from time to time, interest or dividends on any shares, stocks, or debenture stock of the Company.

To vary or extinguish all rights and privileges which might in any way prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and, if need be, repeal the provisions or some of the provisions of the several Acts following, viz., the Brompton and Piccadilly Circus Railway Act, 1897, and any other Act relating to or affecting the Company; the Metropolitan District Railway Act, 27 and 28 Vic., cap. 322, and any other Act relating to or affecting the Metropolitan District Railway Company; the Baker-street and Waterloo Railway Act, 1893, and any other Act relating to or affecting the Baker-street and Waterloo Railway Company, the Charing Cross, Euston, and Hampstead Railway Act, 1893, and any other Act relating to the Charing Cross, Euston and Hampstead Railway Company; the Great Northern and Strand Railway Act, 1899, and any other Act relating to the Great Northern and Strand Railway Company; the City and South London Railway Act, 1884, or any other Acts relating to or affecting the City and South London Railway Company; and the Central London Railway Act, 1890, or any other Acts relating to or affecting the Central London Railway Company; the Metropolitan Local Management Acts, 1855 and 1856; the Local Government Act, 1888, and any Act relating to the London County Council.

And notice is hereby also given, that, on or before the 30th day of November instant, plans, and sections of the railways, subway, and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, and an Ordnance map with the line of railway delineated thereon with a book of reference to such plans, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of London, at his office at the Sessions House, Clerkenwell, and that, on or before the said 30th day of November, a copy of so much of

the said plans, sections and book of reference as relates to any parish and extra-parochial place in or through which the said railways and subways and works, or any part thereof, are or is intended to be made, or will be situate, or in which any lauds to be taken or acquired compulsorily, or compulsorily used, under the powers of the intended Act, are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—In the case of the City of Westminster, with the Town Clerk of that City at his office, the Town Hall, Charing Cross-road, W.C.; in the case of the Metropolitan Borough of Holborn, with the Town Clerk of that Borough at his office, 197, High Holborn, W.C.; in the case of the Metropolitan Borough of Finsbury, with the Town Clerk of that borough at his office, the Clerkenwell Town Hall, Roseberry-avenue, E.C.; in the case of the Metropolitan Borough of Islington, with the Town Clerk of that borough at his office the Town Hall, Upper-street, Islington, N.; in the case of the Metropolitan Borough of Kensington, with the Town Clerk of that Borough at his office the Town Hall, Kensington; and in the case of the Metropolitan Borough of Chelsea, with the Town Clerk of that borough at his office, Town Hall, King's-road, Chelsea.

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 17th day of November, 1900.

BAXTER and Co., 12, Victoria-street,
Westminster, S.W.

BLUNT and Co., 95, Gresham-street, City,
E.C., Solicitors.

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

Board of Trade.—Session 1901.

Weston-super-Mare Tramways.

(Construction of Street Tramways in the Urban District of Weston-super-Mare, in the County of Somerset; Abandonment of Tramways authorised by the Weston-super-Mare Tramways Order, 1900; Gauge; Motive Power; Power to open and interfere with Streets; Tolls, &c.; Variation of Section 43 of Tramways Act, 1870, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Weston-super-Mare and District Electric Supply Company, Limited, whose registered office is situate at Surrey House, Victoria Embankment, London, for a Provisional Order under the Tramways Act, 1870, for the purposes, or some of the purposes following (that is to say):—

To authorise the Weston-super-Mare and District Electric Supply Company, Limited (hereinafter called "the Promoters"), to construct and maintain the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith or incidental thereto, for working the same by animal, electrical, or any other mechanical power (that is to say):—

Tramway No. 1 (single and double line), commencing in the Marine-parade carriage drive by a junction with Tramway No. 1, authorised by the Weston-super-Mare Tramways Order, 1900 (hereinafter called "the Order of 1900"), opposite the south-west corner of Huntley's Beach Restaurant,

passing thence along the Marine-parade carriage drive, Oxford-street, and Walliscote-road, and terminating in the last-mentioned road by a junction with Tramway No. 4, authorised by the Order of 1900, at a point distant 4·8 chains, or thereabouts, from the commencement of the last-mentioned Tramway No. 4.

This tramway will be a single line except between the following points, where it will be a double line, viz.:—

(a) In the Marine-parade carriage drive for a distance of 66 yards measured in a northerly direction from a point situate 11 yards north of the centre of Oxford-street at its junction with the Marine-parade carriage drive.

Tramway No. 2 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 22 yards measured in a westerly direction from the junction of Oxford-street and Walliscote-road, and terminating in the last-mentioned road by a junction with the said Tramway No. 4, authorised by the Order of 1900, at a point distant 34 yards or thereabouts measured in a southerly direction from the termination of Tramway No. 1 as above described.

Tramway No. 3 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 11 yards or thereabouts measured in an easterly direction from the junction of that street and Beach-road, and terminating in the last-mentioned road by a junction with Tramway No. 2, authorised by the Order of 1900, at a point distant 11 yards or thereabouts measured in a southerly direction from the aforesaid junction of Oxford-street and Beach-road.

Tramway No. 4 (single line), commencing in Oxford-street by a junction with Tramway No. 1 at a point distant 11 yards or thereabouts measured in a westerly direction from the junction of Oxford-street and Beach-road, and terminating in the last-mentioned road by a junction with Tramway No. 2, authorised by the Order of 1900, at the termination of Tramway No. 3 as above described.

Tramway No. 5 (single line), commencing in Walliscote-road by a junction with the said Tramway No. 4, authorised by the Order of 1900, at a point distant 55 yards or thereabouts measured in a northerly direction from the termination of Tramway No. 1 as above described, and terminating in Alexandra-parade by a junction with Tramway No. 3, authorised by the Order of 1900, at a point distant 50 yards or thereabouts measured in a westerly direction from the junction of Alma-street with Alexandra-parade.

In the following place it is proposed to lay the above tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the road (that is to say):—

Tramway No. 1.—(a) In Oxford-street, throughout the entire length thereof.

The tramways above-mentioned will be made in the parish of Weston-super-Mare, in the urban district of Weston-super-Mare, in the county of Somerset. Each tramway is intended to be constructed on a gauge of 4 feet 8½ inches, or such other gauge as may be prescribed by the Provisional Order, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Promoters to work and use the proposed tramways, or any of them, by

means of carriages, trucks, and vehicles propelled by electrical power applied on the overhead system, or otherwise, or any other mechanical power, and for that purpose, or any purpose appurtenant or ancillary thereto, to confer on the Promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Order, and in particular power to enter upon and open the surface of, and to lay down, on, in, under, or over the surface of any street, road, or place such posts, wires, tubes, mains, plates, boxes, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any engines, machinery, or apparatus, or for connecting any portions of such tramways, and to empower the Promoters, for the purpose of working the tramways, to erect engines and machinery, and to acquire, hold, and use patent and other rights and licences in relation to any such electrical power.

To empower the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turn-outs, turntables, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the tramways or any of them, or otherwise in the interests of the Promoters, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, stations, works, or buildings of the Promoters, and to enable the Promoters to make junctions and connections of the proposed tramways with any other tramways.

To enable the Promoters to levy tolls, rates, and charges for the use of the tramways and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemption from the payment of such tolls, rates, and charges.

To reserve to the Promoters the exclusive right of using on the proposed tramways, engines, and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved edge or other rail.

To authorise the Promoters to abandon the following tramways and parts of tramways authorised by the Weston-super-Mare Tramways Order, 1900, and to release the Company from all liabilities and obligations in respect thereof.

The tramways and parts of tramways above referred to are:—

- (a) So much of Tramway No. 1, authorised by the Order of 1900, as would be situate between its commencement and the commencement of the proposed new Tramway No. 1 as above described.
- (b) So much of Tramway No. 2, authorised by the Order of 1900, as would be situate between its commencement and the termination of the proposed new Tramway No. 3 as above described.
- (c) Tramway No. 2A, authorised by the Order of 1900.
- (d) So much of Tramway No. 3, authorised by the Order of 1900, as would be situate between its commencement and the termination of the proposed new Tramway No. 5 as above described.
- (e) So much of Tramway No. 4, authorised by the Order of 1900, as would be situate between its commencement and the com-

mencement of the proposed new Tramway No. 5 as above described.

To empower the Promoters on the one hand, and the authorities having respectively the control or management, or the duty of directing the repairs of the streets, roads and places respectively hereinbefore mentioned on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Order, and as to the laying down, altering, maintaining, renewing, repairing, working and using of the proposed tramways and the rails, plates, sleepers, ways and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into or to be entered into with such authorities with respect to any of the aforesaid purposes.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by local authorities, and to make provision for the purchase of such tramways within such extended period and on such terms and conditions and in such events as may be prescribed by the Order.

To incorporate in the Order, and extend and apply to the intended tramways and works, all or some of the powers and provisions of the Tramways Act, 1870, and, so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, and all other Acts and Orders (if any) relating to or which may be affected by or interfere with the objects of the intended Order.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall-gardens, London; in the office of the Clerk of Parliaments, House of Lords; and in the Private Bill Office of the House of Commons; and for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Frome; with the clerk to the Urban District Council of Weston-super-Mare, at his office at the Town Hall, Weston-super-Mare; and with the parish clerk of the parish of Weston-super-Mare, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft of the intended Order when deposited, and of the intended Order when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the said intended application, may do so by letter addressed to the Assistant Secretary to the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next, and copies of such representation or objections must at the same time be sent to the Promoters, and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their Solicitor.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand,
London, W.C., Solicitor for the Order.

In Parliament—Session 1901.

Harrogate Water.

(Construction of Waterworks; Tramroad; Road Diversion; Compulsory Purchase of Lands; Appropriation of water; Interference with Streams and other Property; Temporary Abstraction of Water; Power to Supply Water and Levy Rates, Rents, and Charges; Prevention of Waste and Contamination; Regulations; Agreements with Corporation of Leeds and Local Authorities; Discharge of Water into Streams Crossed by Pipes; Power to Borrow Money; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Harrogate (in this Notice referred to as "the Corporation") intend to apply to Parliament in the next Session for leave to bring in a Bill for the following, or some of the following, purposes:—

1. To empower the Corporation to make and maintain the following waterworks and other works, or some of them, or some part or parts thereof, namely:—

Work No. 1. A reservoir, to be called the Roundhill Reservoir, to be situate in the parishes of Healey-with-Sutton and Ilton-cum-Pott (detached), on a tributary of the river Burn called Pott Beck, in the North Riding of the county of York, to be formed by an embankment situate in the two above-mentioned parishes, commencing at a point 20 lineal yards or thereabouts south of the south-east corner of an enclosure numbered 108 on the $\frac{1}{25000}$ Ordnance Map, dated as printed 1892, in the parish of Ilton-cum-Pott (detached), thence proceeding in a south-easterly direction for a distance of 240 lineal yards or thereabouts, crossing the stream known as Pott Beck, at 110 lineal yards, or thereabouts, from the commencement of the said embankment, the said Pott Beck forming the boundary between the said parishes of Healey-with-Sutton and Ilton-cum-Pott (detached), and terminating at a point 120 lineal yards, or thereabouts, south of the farmstead known as "Fair Thorn," in the parish of Healey-with-Sutton, in the south corner of an enclosure numbered 27 on the said $\frac{1}{25000}$ Ordnance Map of the said parishes, the centre line of the said embankment being 600 lineal yards, or thereabouts, in a north-easterly direction from the centre of the junction of the two streams Agill and Arnagill, or 130 lineal yards or thereabouts in a south-westerly direction from the southern corner of a farmstead known as "Fair Thorn," in the parish of Healey-with-Sutton, such farmstead being indicated in an enclosure numbered 26 on the $\frac{1}{25000}$ Ordnance Map, dated as printed 1892, of that parish.

The intended reservoir extends from the said embankment 600 lineal yards or thereabouts in a south-westerly direction; thence in a slightly westerly direction for 700 lineal yards or thereabouts up the Agill Beck, in the parish of Ilton-cum-Pott (detached), and also 660 lineal yards, or thereabouts, in a southerly direction up the Arnagill Beck, the last-mentioned extremity being 166 lineal yards, or thereabouts, in a south-westerly direction from the south corner of a farmstead known as Arnagill House, in the parish of Healey-with-Sutton, such farmstead being indicated in an enclosure numbered 8 on the said $\frac{1}{25000}$ Ordnance

Map, together with all necessary tunnels, outlets, pipes, weirs, waste water channels, valve towers, gauges, overflows, streams diversion, dams, cloughs or other works in connection therewith.

Work No. 2. An aqueduct, conduit, or tunnel, commencing at a point 70 lineal yards or thereabouts in a north-westerly direction from the north-west corner of the farmstead known as "Fair Thorn," in the said parish of Healey-with-Sutton, in the North Riding of the county of York, and extending for a distance of 5,910 lineal yards, or thereabouts, under Ilton Moor, Masham Moor, and Grewelthorpe Moor, and terminating at a point 300 lineal yards or thereabouts north of the village or hamlet of Carlesmoor, in the parish of Grewelthorpe (detached), or 620 lineal yards or thereabouts in a north-westerly direction from the centre of Kirk Bridge, at the junction of the Stock Beck with the Carlesmoor Beck, in the West Riding of the county of York. The townships or parishes in which the said aqueduct, conduit, or tunnel will be constructed or pass through or under are the parish of Healey-with-Sutton, certain lands known as Masham Moor, being common to the parishes of Burton-upon-Ure (Aldbrough and High Burton excepted), Ellingstring, Ellingtons, Fearby, Healey-with-Sutton, Ilton-cum-Pott, Masham and Swinton-with-Warthermarske, in the North Riding and the parishes of Grewelthorpe, Kirkby Malzeard, Grewelthorpe (detached), and certain lands common to the townships and parishes of Grewelthorpe, Laverton, and Kirkby Malzeard, in the West Riding of the county of York.

Work No. 3. An aqueduct, consisting of one or more conduits or lines of pipes (with washouts at all streams crossed), commencing by a junction with Work No. 2 at its termination, and terminating at the existing Irongate Service Reservoir belonging to the Corporation, in the parish or borough of Harrogate. The said aqueduct (Work No. 3) will be constructed in or through the following parishes or places, namely:—Grewelthorpe (detached), Laverton, Azerley (detached No. 1), Azerley, Laverton (detached), Grantley, Sawley Bishop Thornton, Ripley, Killinghall, and Harrogate, all in the West Riding of the county of York.

Work No. 4. An aqueduct, consisting of one or more conduits or lines of pipes, commencing by a junction with Work No. 3 at its termination, and passing under or across the Harlow Moor to the Harlow Hill Service Reservoir belonging to the Corporation, and terminating at the existing filter beds of the Corporation at the said Harlow Hill Reservoir; the whole of such aqueduct (Work No. 4) will be situate in the parish of Harrogate, in the West Riding of the county of York.

Work No. 5.—Filter beds, together with the necessary pipes, gauges, dams, cloughs, sheds, or other buildings connected therewith to be situate on the west side of the existing filter beds belonging to the Corporation at the said Harlow Hill Reservoir, in the said parish of Harrogate, in the West Riding of the county of York.

Work No. 6. An aqueduct consisting of one or more conduits or lines of pipes, with washouts at all streams crossed, commencing by a junction with Work No. 3 at 16 miles. 61 chains from the commencement of Work No. 2, or at a point measured along the said

line of pipes (Work No. 3) 233 lineal yards or thereabouts north of the Oak Beck, in the parish of Killinghall, and terminating in the Scargill Reservoir belonging to the Corporation, in the parish or extra-parochial place of Haverah Park.

The said aqueduct (Work No. 6) will pass through the parishes or places of Killinghall, Hampsthwaite, and Haverah Park, all in the West Riding of the County of York.

Work No. 7. A tramroad, to be situate in the parishes of Healey-with-Sutton, Fearby and Ilton-cum-Pott, commencing at a point 133 lineal yards or thereabouts in a south-westerly direction from the south corner of the farmstead known as "Fair Thorn" hereinbefore described, in the parish of Healey-with-Sutton, and extending in an easterly direction through the said parishes of Healey-with-Sutton, Fearby and Ilton-cum-Pott, and terminating at a point 50 lineal yards or thereabouts west of the centre of a ford on the Sole Beck, at its junction with the River Burn, in the parish of Ilton-cum-Pott, or 533 lineal yards or thereabouts in a westerly direction from the west corner of the boundary wall of Swinton Park all in the North Riding of the county of York.

Work No. 8. A diversion of the existing public road between the Pott Moor high road or Pott Bank and the farmstead known as "Roundhill," in the parish of Ilton-cum-Pott (detached), such diversion commencing at a point on the said public road 690 lineal yards or thereabouts in a southerly direction from the south corner of Pott Hall in the said parish of Ilton-cum-Pott (detached), and passing in a south-westerly direction to a point near the west end of the embankment of the said Roundhill Reservoir hereinbefore described (Work No. 1), and after crossing over the said embankment in a south-easterly direction for a distance of 266 lineal yards or thereabouts into the parish of Healey-with-Sutton, then in a southerly direction on the south-east side of the said Roundhill Reservoir for a distance of 760 lineal yards or thereabouts, then turning in a westerly direction for a further 133 lineal yards or thereabouts, passing over the Arnagill Beck, and from the parish of Healey-with-Sutton into the parish of Ilton-cum-Pott (detached), and terminating at a point 50 lineal yards or thereabouts in a northerly direction from the north corner of the said farmstead known as "Roundhill," in the said parish of Ilton-cum-Pott (detached), all in the North Riding of the county of York.

Together with the diversion of the existing footpaths between Roundhill Farm and the farmhouse known as "East Summerside," also between Roundhill Farm and the buildings known as Arnagill House, in the townships or parishes of Ilton-cum-Pott and Healey-with-Sutton in the North Riding of the county of York.

2. To empower the Corporation to make in connection with the said works all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, and filter-beds, dams, sluices, bye-washes, waste-weirs, outfalls, discharge pipes, shafts, adits, tunnels, aqueducts, culverts, cuts, catchwaters, channels, conduits, mains, pipes, stand-pipes, junctions, valves, drains, telegraphs, telephones, engines, apparatus, roadway approaches, buildings, houses, works, and conveniences connected with the hereinbefore-described

works, or any of them, or incidental thereto, or necessary for conducting, inspecting, cleansing, repairing, or managing the same, and together with full power and right at all times of approach and access to the works aforesaid, or any of them.

3. To authorise the Corporation to deviate laterally from the lines of the intended works, as shown upon the plans thereof to be deposited as hereinafter mentioned, to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works, as shown upon the deposited sections thereof to be deposited as hereinafter mentioned, to such extent as the Bill may prescribe.

4. To empower the Corporation to purchase or take or acquire, by compulsion or agreement, or to take on lease and to hold within the parishes aforesaid, lands, streams, springs, waters, houses and hereditaments, and rights and easements in, over, or connected with lands, streams, springs, waters, houses, and hereditaments for the purpose of constructing the said intended works or for other purposes of the Bill, or of their Water works Undertaking, and to empower the Corporation to purchase so much only of any property as they may require for the purposes of the Bill without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

5. To authorise the Corporation to take for or in connection with the proposed works certain lands being, or reputed to be, common or commonable lands, of which the following are particulars, and the estimated quantities proposed to be taken:—

| Name (if any) by which lands are known. | Parish or place where the lands are situate. | Quantity within the limits of deviation. | Estimated quantity to be taken. |
|---|---|--|---------------------------------|
| Work No. 2. Ilton and Masham Moor. | Between the parishes of Healey-with-Sutton, in the North Riding of the county of York, and Grewelthorpe, in the West Riding of the county of York (known as lands common to the parishes and townships of Burton-upon-Ure (Ald. borough and High Burton excepted), Ellingstring, Ellingtons, Fearby, Healey-with-Sutton, Ilton-cum-Pott, Masham, and Swinton-with-Warthermarske). | 95 acres. | 3 acres 15 perches. |
| Grewelthorpe and Kirkby Malzeard Moor. | Between the parishes of Kirkby Malzeard and Grewelthorpe (detached), in the West Riding of the county of York. | 25 acres. | 2 roods 16 perches.] |
| Work No. 3. Sawley Green. | Sawley, in the West Riding of the county of York. | 1 rood 22 perches. | 23 perches. |

6. To enable the Corporation to take, intercept, collect, impound, use, divert, and appropriate for the purposes of the waterworks, and other purposes of the Bill, the water from or to be met with within the limits of deviation defined upon the plans hereinafter mentioned, or which can or may be intercepted or abstracted by means of the waterworks hereinbefore described, or any of them, and particularly the Agill and Arnagill streams, the Pott Beck, all of which flow directly or indirectly into the River Burn, the River Ure, the River Ouse, the River Humber, and thence into the sea, and may affect more or less the Ure Navigation, the Linton Lock Navigation, River Ouse Navigation, Foss Navigation, and the Aire and Calder Navigation.

7. To authorise the Corporation to hold any lands which they may require under the powers of the Bill free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and, if thought fit, to acquire, by compulsion or agreement, any mines or minerals under any such lands notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

8. To empower the Corporation, so far as may be necessary for executing the purposes of the Bill, to lay down, maintain, and renew or remove mains, pipes, conduits, and other works and apparatus for the supply of water along, through, over, and across, and to break open, cross, alter, raise, lower, stop up, divert, or interfere with (temporarily or permanently) highways, public and private streets and roads, bridges, railways, tramroads, tramways, canals, towing-paths, sewers, drains, culverts, rivers, streams, watercourses, footpaths, ways, passages and other places, and to alter the position of, remove, and interfere with (temporarily or permanently) gas and water mains, pipes and works, telegraphic, telephonic and electric pipes, lines, wires, posts, and apparatus, and any other works laid or placed in, under, along, or over any such highways, streets, roads, bridges, footpaths, ways, passages, and places.

9. To discontinue as public highways, and to vest in the Corporation the site and soil of the portions of all public or other roads and footpaths shown upon the said plans as intended to be diverted or stopped up under the powers of the Bill, and to extinguish all rights of way and other rights in or over any lands which shall be taken under the powers of the Bill, and to provide for the maintenance and repair of the new or diverted portions of road by and at the expense of the road authorities or other persons respectively who are for the time being legally liable for the repair and maintenance of the portions of road so diverted, or as may be prescribed by the Bill.

10. To make such provisions as may have been or may be agreed upon, or as may be thought proper by Parliament to be prescribed or authorised by the Bill for the protection and benefit of the landowners, mine-owners, owners of mills and other works, and other bodies and persons whose property, rights, and interests will or may be affected by the intended works, and of their property, rights and interests, and to authorise, confirm, or give effect to any agreements or arrangements which may be entered into between the Corporation and such land, mine, mill-owner or owners, bodies or persons, or some or any of them.

11. To make provision with reference to the quantity or amount of compensation (if any) by water or otherwise to be given by the Corpora-

tion in respect of the proposed taking, impounding, and diverting of such water and (in case of compensation by water) with reference to the time and manner of the delivery thereof, and the mode of measuring or ascertaining the quantity to be delivered.

12. To authorise the Corporation temporarily to discharge water from any of the works aforesaid into any available river, stream, or watercourse, including any river, stream, or watercourse with which any of the intended conduit, lines of pipes, by-washes, or overflows may communicate, or into any river, stream, or watercourse crossed by any of the works aforesaid, and to make provisions for compensating all riparian owners and other persons for any damage which may be caused by the exercise of such power.

13. To empower the Corporation and the Mayor, Aldermen, and Citizens of the city of Leeds to enter into and carry into effect agreements (or otherwise to provide) for the taking of water within the same drainage area of the River Burn, the protection of such water from pollution or contamination, the discharge of compensation water, the appropriation of portions of the drainage area between the two Corporations, or otherwise in respect of the taking of waters from the lands forming the drainage area of the River Burn.

14. To make provision for the prevention of waste, misuse, undue consumption, or contamination of the water of or to be used by the Corporation for the purposes of their supply, and with respect to the fittings to be used for the purposes of supply and user of the said water, and for protecting, repairing, and removing the said fittings, and for defining and preventing frauds on the Corporation in relation to such supply and user; and to empower the Corporation from time to time to make and enforce, by penalties and otherwise, bye-laws, rules and regulations for and in relation to the several matters aforesaid, with all requisite powers of entry on the premises so supplied or to be supplied, to authorise the Corporation to supply pipes, fittings, and other apparatus, and to execute plumbing and other work, and to charge for the same; to make special provision for protecting the waterworks, property, and water supply of the Corporation, and for preventing the pollution of the streams and gathering grounds and sources of water supply of the Corporation, and to confer on the Corporation all necessary powers in that behalf.

15. To make such provision (if any) as the Bill may prescribe, or as Parliament may authorise or require, with reference to the supply of water by the Corporation by means of their intended works or any of them to other local, sanitary, and other authorities and bodies, whether within or without the Corporation's limits of supply, whose districts are situate in the neighbourhood of the said intended works, or any of them, and the terms, conditions, limitations, rights, and reservations under which any such supply is to be afforded by the Corporation.

16. To authorise the Corporation by agreement to purchase and hold lands within the drainage area of the waterworks belonging to them for the purposes of protecting from pollution, contamination, fouling, or discoloration the water which they are empowered to take, and for other the purposes of their Water Undertaking.

17. To empower the Corporation on the one hand, and any county council, local authority, company, or person on the other hand, to enter into and to carry into effect agreements with reference to the drainage of any lands from or over which any water authorised to be taken

by the Corporation flows, and for more effectually collecting, conveying, and preserving the purity of such water, and to authorise the Corporation to purchase lands and construct works, and to apply their moneys for those purposes.

18. To authorise the Corporation to supply water in bulk to the Corporation of Ripon, and to make provision for delivering same into their reservoirs.

19. To authorise the Corporation on the one hand, and any local or sanitary authority, county, district or parish council, corporation, company, trustees, bodies, persons or person (corporate or not corporate) on the other hand, to enter into and carry into effect, and to vary or rescind contracts and agreements for the sale or supply by the Corporation from their intended works of water in bulk, by measure or otherwise, to any such authority, corporation, trustees, bodies, person, or persons for use either within or beyond the limits for the supply of water by the Corporation, on such terms and conditions as may be agreed between them or the Bill may prescribe.

20. To constitute the waterworks and other works and things proposed to be authorised by the Bill part of the Water Undertaking of the Corporation, and to extend and apply all or some of the enactments now in force in relation to the existing waterworks of the Corporation, with such modifications, as the case may be, indicated in the Bill to the waterworks and other works and things so proposed to be authorised.

21. To empower the Corporation to raise money, by the issue of stock or by mortgage or otherwise, for the construction of new waterworks, tramroad, road diversion, and alterations of existing waterworks, and for the other purposes of the Bill.

22. To empower the Corporation to charge the moneys borrowed for the purposes of the Bill, by mortgage or other means, on the Borough Fund and Borough Rate, and on the District Fund and General District Rate, and upon the property and revenue of their Waterworks Undertaking, and the rates and revenues to arise under the Bill or other properties, funds, rates, and revenues of or under the control of the Corporation, or on any of the properties, funds, rates, and revenues aforesaid as they may determine.

23. To empower the Corporation to invest their Sinking Funds in the rates or other securities of any Corporation, including those of the Corporation, and to include in all mortgages granted by the Corporation, as security for moneys borrowed by them, the corporate estate and all properties and undertaking and the rents and profits thereof.

24. To confirm or otherwise give effect to any agreements which may be made before the passing of the Bill touching any of the matters mentioned or contained in this Notice.

25. To incorporate with the Bill, or make applicable thereto, with such alterations, modifications, or exceptions as may be deemed necessary or expedient, all or some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863; and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Acts, and of any Acts amending or extending the same Acts respectively; and, if thought fit, to exempt the Corporation from the provisions of Section 35 of the Waterworks Clauses Act, 1847.

26. To alter, amend, extend, incorporate or repeal the provisions of the local Acts, and any

other Acts or Orders relating to the borough so far as may be necessary for effecting any of the purposes of the Bill, to vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

And notice is hereby also given, that, on or before the 30th day of November instant, plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, and also showing the lands intended to be taken compulsorily under the powers of the Bill for waterworks and other purposes, together with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the County of York, at his office at Northallerton; with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield; with the Town Clerk of Harrogate, at Harrogate; and with the Clerk to the Urban District Council of Masham, at his office at Masham; and that, on or before the 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works or any of them will be made or pass, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this Notice, will be deposited, as regards any rural parish for which a Parish Council has been elected, with the Clerk of the Council, at his office or residence, as the case may be, or (if there be no clerk) with the Chairman of such Council, at his residence and as regards any rural parish for which no Parish Council has been elected, with the Clerk of the Council of the rural district in which such parish is comprised, at his residence.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1900.

J. TURNER TAYLOR, Town Clerk, Harrogate, Solicitor for the Bill.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Marylebone Electric Lighting.

(Power to the Marylebone Electric Supply Company, Limited, to produce, store, and supply Electricity, Electrical Energy and Power within the Parish and Borough of St. Marylebone, in the County of London; to construct Works; to lay down Wires and other Apparatus, and to break up streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the Marylebone Electric Supply Company, Limited, of 19, Carnaby-street, Golden-square, in the county of London (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy, and power for all or some of the public and private purposes as

defined by the said Acts, within the parish and borough of St. Marylebone, in the county of London (hereinafter called "the area of supply") and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires, or conduits within the said area, and to lay down, set up, maintain, renew or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power and energy, for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters, or things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, borough council, or other local, or sanitary, or road authority and any railway or other company on the other hand, to enter into, and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things, as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect and recover rents and charges for the supply of electrical energy and power and the use of any machines, lamps, meters, fittings or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated with those Acts, and to confer upon the Company all or some of the powers within the area of supply which, by the said Acts or any Act amending the same Acts or incorporated therewith, are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places in, over or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply whether repairable by the local authority or not.

It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—

Upper Hamilton-terrace, Hamilton-terrace, Abbey-road, Grove End-road, Finchley-road, Wellington-road, Acacia-road, St. John's Wood-road, Albert-road, Park-road, Lisson-grove, Upper Gloucester-place, Park-square (all sides), Maida Vale, Grove-road, Marylebone-road (both sides), Edgware-road (Maida Vale to Marble Arch east side), Upper George-street, Upper Berkeley-street, Seymour-street, Bryanston-street, Marble Arch, Bryanston-square (four sides), Montagu-square (four sides), Gloucester-place, Gloucester-street, Portman-street, Portman-square (four sides), Granville-place, York-place, Baker-street, Orchard-street, Blandford-street, Manchester-street (from Blandford-street to Manchester-square), Lower Berkeley-street, Manchester-square (western half), Duke-street (Wigmore-street to Manchester-square), Weymouth-street, Wigmore-street, Cavendish-place, Henrietta-street, Cavendish-square (four sides), Welbeck-street (Great Marylebone-street to Wigmore-street), Devonshire-place, Wimpole-street, Upper Wimpole-street, Harley-street, Park-crescent, Portland-place, Langham-place, Regent-street, Great Portland-street, Vere-street, Margaret-street, Cavendish-square.

The streets, roads, or places within the said area not repairable by the local authority which the Undertakers propose to take power to break up are as follows: Lancaster-terrace, St. James'-terrace, Allsopp-place, Nottingham-terrace, York-gate, York-terrace, York-gate-mansions, York-terrace-mews, Cornwall-terrace, Cornwall-terrace-mews, Clarence-terrace, Clarence-mews, Sussex-place, Sussex-mews, Hanover-terrace, Hanover-terrace-mews, Kent-terrace, Clarence-place, Hanover-place, Park-terrace, York-terrace, York-terrace-mews (A to E), Ulster-terrace, Brunswick-terrace, Park-square, Park-square-mews, St. Andrew's-place, Marylebone-road (Ulster-place), Albany-terrace, Albany-mews, the roads in the Regent's-park as far as the same are in the parish.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the "Marylebone Mercury" and "West London Gazette," 63, Weymouth-street, High-street, in the said parish of Marylebone, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the County of London, Solicitor. Every local or other public authority, company or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, W.C., Solicitor for the above-named Marylebone Electric Supply Company, Limited.

In Parliament—Session 1901.

City and North East Suburban Electric Railway.
(Incorporation of Company; Construction of Railway from the North end of Gracechurch Street in the City of London to Walthamstow, Epping Forest, and Waltham Abbey, in the County of Essex, to be worked by Electrical Power; Compulsory Purchase of Lands; Generating Station; Underpinning &c. of Buildings; Exemption from Provisions of Lands Clauses Consolidation Act 1845; Provisions as to taking Portions only of Buildings, Subsoil, &c. and as to Superfluous Lands, Tolls, Working and other Arrangements with the Great Eastern Railway Company and the City and South London Railway Company and Power to those Companies to Guarantee and Subscribe to Capital; Agreements with Local Authorities and Others; Payment of Interest during Construction; Amendment of Acts.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the following or some of the following purposes (that is to say):—

To incorporate a Company and empower the Company so to be incorporated (in this Notice called "the Company") to make and maintain the railways hereinafter described, or some part or parts thereof, with all necessary and proper stations, sidings, roads, approaches, buildings, machinery, works, apparatus, generating depôts, electrical appliances, subways, and works and conveniences connected therewith, respectively, that is to say:—

- (1) A Railway No. 1, commencing in the parish of St. Peter, in the city of London, at the intersection of Cornhill and Leadenhall-street with Gracechurch-street and Bishopsgate-street, and terminating on the south-west side of the road called Avey-lane, in the parish of Waltham Holy Cross and county of Essex, at a point distant about 180 yards, or thereabouts, measured in a south-easterly direction from the entrance gate to Avey-lane-farm.
- (2) A Railway No. 2, commencing in the parish of St. John at Hackney, by a junction with Railway No. 1 at a point distant 300 yards, or thereabouts, measured in a south-easterly direction from the eastern angle of the fence, enclosing the eastern filter beds of the East London Water Company, and terminating in the parish of Low Leyton by a junction with the Cambridge Old Main line of the Great Eastern Railway Company at a point distant 217 yards, or thereabouts, measured in a north-westerly direction from the passage under the railway at the north western end of Temple Mills siding.
- (3) A Railway No. 3, commencing in the parish of Walthamstow, by a junction with Railway No. 1 at a point distant 150 yards, or thereabouts, measured in a westerly direction from the centre of the bridge carrying the Tottenham and Forest Gate Railway over Boundary-road, and also distant 120 yards, or thereabouts, measured in a north-easterly direction from the junction of Stafford-road with Boundary-road, and terminating in the said parish of Walthamstow by a junction with the Tottenham and Forest Gate Railway, at a point 103 yards, or thereabouts, measured in a south-easterly direction from the centre of the bridge carrying Queen's-road over the said Tottenham and Forest Gate Railway.
- (4) A Railway No. 4, commencing in the

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parish of Walthamstow by a junction with Railway No. 1 on the western side of Beatrice-road at a point distant 40 yards or thereabouts measured in a northerly direction from the junction of Beatrice-road with Queen's-road, and terminating in the said parish of Walthamstow by a junction with the Chingford branch of the Great Eastern Railway at a point distant 20 yards or thereabouts measured in a westerly direction from the centre of the bridge carrying the road called West Avenue over the said Chingford Branch Railway.

- (5) A Railway No. 5, commencing in the parish of Walthamstow by a divergence from Railway No. 1, at a point distant 73 yards or thereabouts measured in a northerly direction from the centre of Hatherly-road and distant also 100 yards or thereabouts measured in a north-easterly direction from the intersection of Hatherly and Westbury-roads, and terminating in the said parish of Walthamstow by again joining Railway No. 1 at a point in a field distant 206 yards or thereabouts measured in a north-westerly direction from the northern end of Mersey-road and distant also 206 yards or thereabouts measured in a northerly direction from the northern end of Benstead-road.
- (6) A railway, No. 6, commencing in the parish of Waltham Holy Cross, at the termination of Railway No. 1, and terminating on the south side of the road called Farm Hill, at a point distant 133 yards or thereabouts measured in a westerly direction from the centre of the culvert over the Cobbins Brook opposite the Green Man public house.
- (7) A railway, No. 7, commencing in the parish of St. John at Hackney by a junction with Railway No. 1, at a point distant 246 yards or thereabouts measured in a westerly direction from the centre of Marsh Gate Bridge, over the River Lee Navigation, and terminating in the said parish on the western bank of the River Lee Navigation at a point distant 123 yards or thereabouts, measured in a north-westerly direction from the centre of the said Marsh Gate Bridge, at which point also it is proposed to construct a berth for barges about 300 feet in length.
- (8) A generating station and depot with workshops and yard on lands situate partly in Hackney Marshes in the parish of St. John at Hackney and county of London and partly in Low Leyton Marshes in the parish of Low Leyton and county of Essex adjacent to the Temple Mills sidings of the Great Eastern Railway Company, and containing 25 acres or thereabouts, situate immediately adjacent to the north-west end of the Temple Mills sidings of the Great Eastern Railway Company, and between them and the Eastern Filter Beds of the East London Water Company, the centre of the said plot being 1120 yards or thereabouts measured in a northerly direction from the centre of Marsh Gate-bridge over the river Lee navigation and distant 350 yards or thereabouts measured in a south-easterly direction from the east corner of the fence enclosing the Eastern Filter Beds of the East London Water Company.

The intended railways and other works will be made or pass from, in, or through, or into, the parishes and places of St. Peter, St. Martin, Oatwich, St. Helen, St. Ethelburga, Allhallows St. Botolph Without Bishopsgate in the city of London, Liberty of Norton Folgate, Christchurch

Spitalfields, St. Leonard Shoreditch, St. Mathew Bethnal-green, and St. John at Hackney, in the county of London, and Low Leyton Walthamstow, Chingford, and Waltham Holy Cross, in the county of Essex.

The gauge to be adopted for the intended railway will be 4 feet 8½ inches, and the motive power to be employed thereon will be electricity, cable, or other power except steam locomotives.

To confer the usual powers granted to Railway Companies for the construction and maintenance of railways and works, and especially the powers of the 16th section of the Railways Clauses Consolidation Act, 1845, and to authorise the crossing, stopping up, alteration or diversion of or other interference with, either temporarily or permanently, streets, courts, footpaths, railways, tramways, sewers, drains, pipes, wires, telegraphic, telephonic, pneumatic, hydraulic, electric, and other works and conveniences and the appropriation and use of the subsoil and under-surface of the streets so far as may be necessary or convenient for the purposes of the intended railway and works and also the appropriation and use of the undersurface of any lands, streets, roads, squares, passages and places under or along which any of the proposed works are intended to be made.

To authorise lateral deviations from the line or situation of the intended railway and works within the limits of deviation to be shown on the deposited plans, and vertical deviations from the levels to be shown on the deposited sections, to such extent as may be defined by the Bill and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing, or strengthening of any railways, houses, or buildings which may be rendered insecure, or affected by any of the intended works and which railways, houses and buildings may not be required to be taken for the purposes thereof.

To authorise the purchase by compulsion or agreement of lands, houses, and other property and easements therein, for the purposes of the intended works, and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement vaults, cellars, arches, or other parts of any house, building, or manufactory without being required or compelled to purchase the whole of such house, building, or manufactory and to vary and extinguish all rights and privileges connected with such houses, buildings or manufactories.

To take for and in connection with the proposed railway certain lands reputed to be common or commonable lands of which the following are the particulars.

| Parish. | Name of Common. | Quantity within limit of deviation. | | | Estimated quantity proposed to be taken. | | |
|------------|-----------------|-------------------------------------|----|----|--|----|----|
| | | a. | r. | p. | a. | r. | p. |
| Hackney | Hackney Marshes | 44 | 0 | 0 | 24 | 0 | 0 |
| Low Leyton | Leyton Marshes | 29 | 0 | 0 | 10 | 2 | 0 |

To authorise and regulate sales, conveyances, demises and leases, or other disposal of lands, tenements and hereditaments purchased or acquired under the powers of the intended Act, including lands and hereditaments situate over the intended railway, or over any tunnel or covered way forming part thereof, and so far as may be necessary or expedient to exempt such lands, tenements and hereditaments, and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To authorise and provide for the levying and recovery of tolls, rates, and charges for the use of the intended railway, subway, and works, and to grant, vary, or extinguish exemptions from the payment of tolls, rates, and charges respectively.

To authorise the Company where the intended railways or subways will terminate in, or will pass alongside of or near to the station of any railway Company, to make such ways, stairs, lifts, and communications as may be necessary for enabling passengers and their luggage to pass from or to any such station to, or from any station of the Company, and for that purpose to enter upon the lands, stations, platforms, and works of such other railway company, and to alter any such platform and to make openings in the same and in any walls, and any necessary protective works, and the Bill will or may make such provision as will secure to the public and to officers and servants of the Company free and uninterrupted access by means of such ways, stairs and lifts, communications and openings between any station of the Company and any station of any railway company as aforesaid.

To empower the Company on the one hand and the City and South London Railway Company, any other company, local authority, body or person authorised to supply electricity in any district in which any part of the said railways or subways will be situate on the other hand to enter into and carry into effect agreements with respect to the supply to the Company by such company, authority, body or person of electrical energy or power.

To authorise and empower the Company to make, vary and rescind byelaws, rules and regulations for the conduct, management and regulation of traffic upon the intended railways or subways and to enforce the observance of such byelaws, rules and regulations and to impose and recover penalties for the breach or nonobservance thereof.

To empower the Company on the one hand and the London County Council, any other local authority, any body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus, and the Great Eastern Railway Company and the City and South London Railway Company, the Tottenham and Forest Gate Railway Company, the Midland Railway Company, the Corporation of the City of London, and the Commissioners of Sewers, the City of London, or any one or more of them on the other hand to enter into and carry into effect contracts, agreements, or arrangements for, or with respect to the construction, maintenance, or user of the intended works or any of them or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands, works, and property, the formation and user of approaches to, and junctions with the intended railways or subways from any railways, streets, roads, or public places, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements, which have been or may be made with reference to all or any such matters, and to confer upon the London County Council and any local authority, Company and body and the before mentioned Companies in furtherance of such agreement all or any of the powers of the Bill including powers of construction, maintenance and purchasing lands.

To authorise or require the London County Council, the Great Eastern Railway Company, the City and South London Railway Company

and any local authority, body or one of them to subscribe and contribute funds towards the making and maintaining of the intended works or any or some of them or any or some part or parts thereof respectively and to empower them or some or one of them to take and hold shares in the capital to be created under the powers of the Bill and to guarantee the payment of interest, dividend, annual or other payment in shares or stock and the principal and interest of any loan of the Company and for all or any such purposes and for the fulfilling of any agreements entered into by them or any of them with the Company to empower and if need be require them to apply their existing rates, dues or other revenues which they are or may be authorised to raise and to raise further money from time to time or by borrowing on the security of any property belonging to them or any of their rates, dues or revenues and on mortgage or bond, debenture, stock or otherwise.

To empower the Company on the one hand and the Great Eastern Railway Company, the City and South London Railway Company or either of them on the other hand from time to time to enter into and carry into effect and rescind, contracts, agreements and arrangements with respect to the construction, working use, management and maintenance by the contracting Companies or any of them of their respective railways or works or any part or parts thereof respectively and the management, regulation, interchange, collection, transmission and delivery of traffic upon or coming from or destined for the railways of the contracting parties or any of them the supply and maintenance of engines, stock and plant, the supply of electricity or electrical energy or power the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, income and profits arising from the respective railways and works of the contracting Companies or any of them or any part thereof and the employment of officers and servants and to confirm any agreements which have been or may be made touching any of the matters aforesaid and to authorise the appointment of joint Committee of the contracting parties to carry into effect any agreements entered into under the provisions of the intended Act.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any funds of the Company, from time to time, interest or dividends on any shares, stocks, or debenture stock of the Company.

To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill among other Acts, and to extend to the Company and to the railways or subways proposed to be constructed under the Bill, all or any of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Electric Lighting Acts, 1882 and 1888, with such alteration and amendments as may be deemed expedient, and to enable the Company to exercise the powers, or any of the powers contained in those Acts, and the Bill will alter, amend and extend, and, if need be, repeal the provisions or some of the provisions of the several Acts of Parliament

following (that is to say): The Metropolis Local Management Acts, 1855 and 1856; The Local Government Act, 1888; and the London Government Act, 1899; and all other Acts which relate to the London County Council or to the County of London, The Great Eastern Railway Act, 1846, and all other Acts relating to or affecting the Great Eastern Railway Company or their undertaking; the City and South London Railway Act, 1883, and all other Acts, relating to or affecting the City and South London Railway Company or their undertaking.

And Notice is hereby given that on or before the 30th day of November instant, duplicate plans and sections of the railways or subways proposed to be authorised by the Bill, showing the lines and levels thereof, and plans showing also the lands to be purchased or acquired by compulsion under the powers of the Bill for the Generating Station, with a book of reference to such plans, and an Ordnance Map, with the line of the railway delineated thereon, with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Broad Sanctuary, Westminster, with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green, with the Clerk of the Peace for the City of London, at the Old Bailey, City, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each of the areas hereinafter mentioned in or through which the said railways or subways, or any part thereof, are or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—

As regards the newly constituted boroughs of Shoreditch, Stepney, Bethnal Green, and Hackney with the Town Clerks of such boroughs at their offices at the respective Town Halls.

In the case of parishes within the City of London with the Parish Clerks of such parishes at their respective residences and in case there be no Parish Clerk, with the Vicar or Vestry Clerk of such parish.

In the case of the parish of Walthamstow with the Clerk of the urban district council of Walthamstow at his office at the Town Hall, Walthamstow, in the case of the parish of Leyton with the Clerk of the urban district council of Leyton at the Town Hall, Leyton, in the case of the parish of Tottenham with the Clerk of the urban district council of Tottenham at his office at the Town Hall, Tottenham; in the case of the parish of Chingford with the Clerk of the urban district council of Chingford at his office at Chingford; and in the case of the parish of Waltham Abbey with the Clerk to the urban district council of Waltham Holy Cross at his office at Waltham Abbey.

Printed copies of the intended 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 17th day of November, 1900.

WALTER WEBB and Co., 23, Queen Victoria-street, London, E.C., Solicitors.
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Kettering Urban District Water.

(New Works in the County of Northampton; Powers to Kettering Urban District Council to take Waters of the Slade Stream, and its Tributaries, and the Stream flowing between Loddington and Orton, and its Tributaries; To stop up Public Roads and Footpaths; To take Lands and Easements compulsorily; To open and interfere with Public Highways; and to Raise further Moneys; Provisions for Protection of Land, Mine and Mill Owners and others; for preserving intended Gathering Grounds and sources of Supply from Pollution; for preventing Discoloration and Contamination of Water; For protecting the Works and for Supply of Water to other Authorities, Bodies, and Persons; Agreements with Land-owners, Local Authorities and others; Bye-Laws; Application of Provisions of Public Health Acts as to laying of Mains throughout Limits of Supply, and Parishes in which Works situate; Incorporation and Amendment of Acts, and other provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Kettering, in the county of Northampton (hereinafter called "the Council") for leave to bring in a Bill for the following, or some of the following objects, that is to say:—

1. To empower the Council to make and maintain the following waterworks and other works or some of them, or some part or parts thereof wholly in the county of Northampton, that is to say:—

Work No. 1.—A reservoir (to be called the "Orton Reservoir"), to be formed by means of an embankment across the valley of the Slade on certain fields in the parishes of Rothwell and Orton, in the county of Northampton, and numbered 4, 5, and 33 on the $\frac{1}{2500}$ Ordnance map of the said parish of Rothwell (2nd edition, 1900), and numbered 56 on the $\frac{1}{2500}$ Ordnance map of the said parish of Orton (2nd edition, 1900), such embankment commencing on the south-east, in field numbered 56 as aforesaid at a point 192 yards or thereabouts measured in a northerly direction from the south-western corner of the said field, and 140 yards or thereabouts from the south-eastern corner of the said field, and terminating in the said field numbered 4, as aforesaid at a point 150 yards or thereabouts, measured in an easterly direction from the north-western corner of the said field, and 145 yards or thereabouts, measured in a south-westerly direction from the north-eastern corner of the said field, such reservoir extending up the valley of the Slade to a point in the Slade stream 10 yards or thereabouts south-west of the north-eastern corner of enclosure numbered 31 in the said parish of Orton.

Work No. 2.—A conduit or line of pipes (No. 1), wholly situate in the parish of Rothwell, commencing in enclosure numbered 48 on the $\frac{1}{2500}$ Ordnance map of the said parish (2nd edition, 1900) at a point 5 yards or thereabouts due south of the southern corner of the enclosure numbered 49 on the said map for the said parish, and terminating in the Orton Reservoir at a point 70 yards or thereabouts, measured in a south-easterly direction, from the north-east corner of the enclosure numbered 5 in the said parish, and 211 yards or thereabouts, measured in an easterly direction, from the north-west corner of the said enclosure.

Work No. 3.—An outlet tunnel wholly situate in the said parish of Orton, commencing at a point 200 yards or thereabouts, measured in a

northerly direction from the south-western corner of enclosure numbered 56 on the $\frac{1}{2500}$ Ordnance map for the said parish of Orton (2nd edition, 1900), and 240 yards or thereabouts—measured in a westerly direction from the south-eastern corner of the said enclosure, and terminating in enclosure numbered 57 on the said $\frac{1}{2500}$ Ordnance map, at a point 55 yards or thereabouts measured in a south-easterly direction from the north-western corner of enclosure numbered 57 on the said $\frac{1}{2500}$ Ordnance map for the said parish, and 93 yards or thereabouts measured in a northerly direction from the south-western corner of the said enclosure.

Work No. 4.—A conduit or line of pipes (No. 2), commencing in the said parish of Orton at the termination of Work No. 3, and passing through the said parish of Rothwell, and terminating in the parish of Thorpe Malsor, in enclosure numbered 78 on the $\frac{1}{2500}$ Ordnance map of the said parish (published in 1886), at a point 140 yards or thereabouts measured in a north-westerly direction from the south-west corner of the enclosure numbered 79 in the said parish, and 95 yards or thereabouts from the north-east corner of the said enclosure numbered 79, measured in a south-westerly direction.

Work No. 5.—A conduit or line of pipes (No. 3), wholly situate in the said parish of Rothwell, commencing by a junction with Work No. 4 in enclosure numbered 117 on the said $\frac{1}{2500}$ map for the said parish, at a point 256 yards or thereabouts measured in an easterly direction from the south-west corner of the enclosure numbered 131 in the said parish, and 335 yards or thereabouts measured in a north-easterly direction from the south-west corner of the enclosure numbered 118 on the said $\frac{1}{2500}$ Ordnance map for the said parish, and terminating in the Malsor Reservoir next described at a point 251 yards or thereabouts—measured in a south-easterly direction from the south-west corner of the said enclosure numbered 131, and 255 yards or thereabouts measured in an easterly direction from the south-west corner of the said enclosure numbered 118 on the said $\frac{1}{2500}$ Ordnance map for the said parish.

Work No. 6.—A reservoir (to be called "the Malsor Reservoir") to be situate in the parishes of Rothwell, Orton, and Thorpe Malsor, and to be formed by means of an embankment commencing at a point 130 yards or thereabouts, measured in a northerly direction from the south-east corner of enclosure numbered 118, in the said parish of Rothwell, and 265 yards or thereabouts measured in a north-easterly direction from the south-western corner of the said enclosure numbered 118, and terminating at a point 67 yards or thereabouts measured in a northerly direction from the south-east corner of enclosure numbered 77 on the $\frac{1}{2500}$ Ordnance map for the parish of Thorpe Malsor, published in 1886, and 130 yards or thereabouts measured in a north-easterly direction from the south-west corner of the said enclosure, such reservoir terminating at a point 215 yards or thereabouts measured in a westerly direction from the south-east corner of the said enclosure numbered 54, in the parish of Thorpe Malsor, and 115 yards or thereabouts measured in a northerly direction from the south-west corner of the said enclosure.

Work No. 7.—An outlet tunnel wholly situate in the parish of Thorpe Malsor, commencing at a point 130 yards or thereabouts measured in a northerly direction from the south-west corner of the enclosure numbered 77 on the $\frac{1}{2500}$ Ordnance map for the said parish of Thorpe Malsor, and 170 yards or thereabouts measured

in a north-westerly direction from the south-west corner of the said enclosure, and terminating at the termination of Work No. 4.

Work No. 8.—A conduit or line of pipes (No. 4), commencing in the parish of Loddington, at a point 115 yards or thereabouts from the south-west corner of the enclosure numbered 66 on the $\frac{1}{25000}$ th Ordnance map of the said parish published in 1886, and 60 yards or thereabouts measured in a south-westerly direction from the north-west corner of the said enclosure numbered 66, and terminating in the parish of Thorpe Malsor at a point 230 yards or thereabouts measured in a northerly direction from the south-west corner of the said enclosure numbered 78 on the said Ordnance map for the parish of Thorpe Malsor, and 260 yards or thereabouts from the south-east corner of the said enclosure measured in a north-westerly direction.

Work No. 9.—A conduit or line of pipes (No. 5) commencing in the parish of Thorpe Malsor by a junction with works numbered 4 and 7 at their common point of termination, and terminating in the parish of Cransley in the existing Cransley Reservoir of the Council at a point 85 yards or thereabouts measured in a northerly direction from the south-west corner of the enclosure numbered 150 on the said $\frac{1}{25000}$ th Ordnance map of the said parish of Loddington (published in 1886), and 125 yards or thereabouts from the south-east corner of the said enclosure, measured in a westerly direction.

Work No. 10.—A conduit or line of pipes (No. 6), wholly situate in the parish and urban district of Kettering, commencing in the existing Warren Hill Service Reservoir of the said Council, and terminating in the eastern reservoir of the said Council at Clover Hill.

Together with all proper embankments, bridges, roads, ways, wells, tanks, basins, gauges, filters, dams, sluices, bye-washes, waste-weirs, outfalls, discharge pipes, shafts, adits, tunnels, aqueducts, culverts, cuts, channels, conduits, mains, pipes, standpipes, junctions, valves, drains, telegraphs, telephones, engines, apparatus, approaches, buildings, houses, works, and conveniences connected with the hereinbefore described works, or any of them, or incidental thereto, or necessary for conducting, inspecting, cleansing, repairing, or managing the same.

2. To authorise the Council to deviate laterally from the lines of the intended works as shown upon the plans thereof to be deposited as hereinafter mentioned to such extent as may be indicated on those plans, and to deviate vertically from the levels of those works as shown upon the sections thereof to be deposited as hereinafter mentioned, to such extent as the Bill may prescribe.

3. To empower the Council to purchase and take or acquire by compulsion or agreement, and to take on lease and to hold lands, streams, springs, waters, houses, works, and hereditaments, and rights and easements in, over, or connected with lands, streams, springs, waters, houses, and hereditaments for the purpose of constructing the said intended works or other purposes of the Bill or of their waterworks Undertaking, and also to vest in the Council the right of using temporarily or permanently all or any of the existing reservoirs and works of the Council for storing the waters of the Slade Stream and its tributaries, and the stream flowing between Loddington and Orton (hereinafter called the "Thorpe Stream") and its tributaries, to be obtained under the powers contained in the Bill, and any other waters from time to time obtained by the Council from any other source for purposes of water supply; and to empower

the Council to purchase so much only of any property as they may require for the purposes of the Bill, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

4. To authorise the Council to hold any lands which they may acquire under the powers of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale or disposal of superfluous lands, and, if thought fit, to acquire by compulsion or agreement any mines or minerals under any such lands, notwithstanding the provisions of the Waterworks Clauses Act, 1847, with respect to mines.

5. To empower the Council, so far as may be necessary for executing the purposes of the intended Act, to lay down, maintain, and renew or remove mains, pipes, conduits, and other works and apparatus for the supply of water in, under, along, through, over and across, and to break open, cross, alter, raise, lower, stop up, divert, or interfere with (temporarily or permanently) highways, public and private streets and roads, bridges, railways, tramroads, tramways, sewers, drains, culverts, rivers, streams, watercourses, footpaths, ways, passages and other places, and in particular to alter the course of any sewer or drain flowing into the Thorpe Stream or any brook communicating therewith in the parishes of Loddington and Thorpe Malsor, and to divert and convey it into the Thorpe Stream below the site of the Malsor Reservoir, and to alter the position of, remove, and interfere with temporarily or permanently gas and water mains, pipes, and works, telegraphic, telephonic, and electric pipes, lines, wires, posts, and apparatus, and any other works laid or placed in, under, along, or over any highways, streets, roads, bridges, footpaths, ways, passages, and places.

6. To discontinue as public highways, and to vest in the Council the site and soil of all public roads and footpaths shown upon the said plans as intended to be diverted or stopped up under the powers of the Bill, and to extinguish all rights of way and other rights in or over any lands which shall be taken under the powers of the Bill; and to provide for the maintenance and repair of the new or substituted portions of roads and footpaths by and at the expense of the road authorities or other persons respectively who are for the time being legally liable for the repair and maintenance of the respective portions of roads and footpaths so diverted or otherwise as may be prescribed by the intended Act.

7. To make such provision as may have been or may be agreed upon, or as may be thought proper by Parliament, or be prescribed or authorised by the intended Act, for the protection and benefit of the landowners, mine-owners, owners of mills and other works, and other bodies and persons whose property, rights, and interests will or may be affected by the intended works, and of their property, rights, and interests, and to authorise, confirm, or give effect to any agreements or arrangements which may be entered into between the Council and any such land, mine, mill, or other owners, bodies or persons, or some or any of them.

8. To extend the powers of the Council in regard to the construction, laying down, erection and maintenance of mains, culverts, drains, pipes, sluices, wells, tanks, cisterns, engines, machinery, buildings, works and conveniences, and to make all or some of the provisions of the Public Health Acts applicable to such works throughout the area of supply.

and the parishes in which the works above described will be situated.

9. To empower the Council to acquire compulsorily easements or wayleaves in or under lands in the said parishes, for the purposes of the works above described, instead of purchasing such lands, and to exercise and do on any lands such works, matters, and things as are mentioned or referred to in Section 12 of the Waterworks Clauses Act, 1847.

10. To empower the Council from time to time to take, collect, divert, impound and convey by means of the intended Orton and Malsor Reservoirs and other waterworks, and to appropriate and use for the purposes of their water undertaking; and for the supply of water under the powers of the Bill, the waters of the Slade Stream and its tributaries, and the Thorpe Stream and its tributaries, and of all other burns, sikes, streams, springs, and waters which flow directly or indirectly into the Slade and Thorpe Streams respectively above the site of the intended embankments, and which will or may be taken, collected, diverted, impounded, or conveyed by the intended Orton and Malsor Reservoirs and other works, all which said waters now flow into and along the Slade and Thorpe Streams and the Rivers Ise and Nene, and thence into the North Sea.

11. To authorise the Council to discharge water from any of the intended works into any streams or watercourses on the line thereof or near thereto, or with which such works may be made to communicate.

12. To make provision with reference to the quantity or amount of compensation (if any) by water or otherwise to be given by the Council in respect of the proposed taking, impounding, and diverting of water, and (in case of compensation by water) with reference to the time and manner of the delivery thereof, and the mode of measuring or ascertaining the quantity to be delivered.

13. To make special provision for protecting the waterworks property and water supply for the time being of the Council, and for preventing the pollution of the streams, springs, and gathering grounds and sources of water supply of the Council, whether existing or to be acquired under the powers of the Bill; and to confer on the Council all necessary powers in that behalf.

14. To empower the Council as regards any lands within any drainage area in which the waters which the Council are now or may, by the Bill, be authorised to impound, or take, arise or flow, to make and enforce bye-laws for maintaining the purity and preventing the polluting, fouling, contaminating, or discolouring of such waters, and for intercepting, controlling, and disposing of any foul waters or matter arising or flowing upon, in, through, over, or from any such lands, and by such bye-laws (inter alia), to prescribe the construction, laying down, and maintenance of drains, sewers, watercourses, and other works and conveniences necessary and proper for the purposes aforesaid, in, through, over, and upon any of the said lands, and to make compensation to persons interested in such lands, who shall be injuriously affected by the said bye-laws.

15. To empower the Council and the local and any public authority of, or having any jurisdiction in, any district in which any such lands are situate, and the owners, lessees, and occupiers of any such lands, to enter into and fulfil agreements for or in relation to the maintenance of the purity and prevention of the polluting, fouling, contaminating, or discolouring of the waters which the Council are so authorised to

impound or take as aforesaid, and to confirm any such agreements as may have been or which during the progress of the Bill may be entered into for or in relation to the purposes aforesaid, or any of them.

16. To make such provision (if any) as the Bill may prescribe or as Parliament may authorise or require, with reference to the supply of water by the Council by means of their intended works or any of them, to other local, sanitary, and other authorities and bodies whether within or without the Council's authorised limits of supply, whose districts are situate in the neighbourhood of the said intended works or any of them, and the terms, conditions, limitations, rights and reservations under which any such supply is to be afforded by the Council.

17. To authorise the Council on the one hand, and any local or sanitary authority, county, district or parish council, corporation, company, trustees, bodies, persons or person (corporate or not corporate) on the other hand, to enter into and carry into effect and to vary or rescind contracts and agreements for the sale or supply by the Council from their existing and their intended works or either of them of water in bulk, by measure or otherwise, to any such authority, corporation, company, trustees, bodies, persons or person for use either within or beyond the limits for the supply of water by the Council, on such terms and conditions as may be agreed between them or the Bill may prescribe, and to authorise such authorities, councils, corporations, and bodies respectively to raise money for the purpose of carrying out any such agreements or any of the provisions of the Bill and to charge the same on any funds, rates, or revenues under their control.

18. To empower the Council to require notice to be given to them of the completion or fixing of any service pipe or apparatus intended to be used for the supply of water, and for the inspection by the Council of any such service pipe or apparatus before the same is used for the purposes of supply, and to authorise the Council to lay pipes in streets not dedicated to the public use, and to make and enforce by penalties and otherwise bye-laws, rules, and regulations for effecting the above objects, and for ensuring a satisfactory supply of water to their customers.

19. To empower the Council for the purposes of the Bill to raise further moneys, and to charge the same by mortgage or other means on the district fund and general district rates of the district, and upon the revenue of the waterworks Undertaking, and the rates and revenues to arise under the Bill or other funds rates and revenues of or under the control of the Council, or on any of such funds, rates, and revenues, as they may determine.

20. To confirm or otherwise to give effect to any agreements which may be made before the passing of the Bill touching any of the matters mentioned or contained in this Notice.

21. To incorporate with the Bill, or make applicable thereto, with such alterations, modifications, or exceptions as may be deemed necessary or expedient, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, 1869 and 1883, the Waterworks Clauses Acts, 1847 and 1863, the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Act, 1875, the Public Health Act, 1875 (Support of Sewers) Amendment Act, 1883, and of any Acts amending or extending the same Acts respectively.

22. To alter, amend, extend or repeal the provisions of the Kettering Water Act, 1898, and all other Acts and Provisional Orders confirmed by Parliament relating to the Council or their waterworks undertaking, or to the subject matter of the Bill, so far as may be necessary for effecting any of the purposes of the Bill; and to vary or extinguish all rights, privileges, and exemptions inconsistent with or which would or might in any way interfere with the objects of the Bill, and to confer other rights, privileges, and exemptions.

23. And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, the plans showing also the lands which may be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this Notice (as published in the London Gazette) will be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to any of the areas hereinafter mentioned, in or through which the intended works, or any of them, or any part thereof, will be made or pass, together with a copy of this Notice, published as aforesaid, will be deposited with the officers hereinafter respectively mentioned, at their respective offices or places of abode, that is to say:—

As regards the urban districts of Kettering and Rothwell, with the Clerks of the Urban District Councils thereof at their offices.

As regards any of the before-mentioned parishes being rural parishes having a parish council, with the Clerk of the Parish Council, or if there is no Clerk with the Chairman of such Parish Council.

As regards any of the said rural parishes not having a parish council, with the Clerk of the Rural District Council of the district in which such parish is comprised.

24. 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 16th day of November, 1900.

LAMB and STRINGER, Solicitors, Kettering.
BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Middleton and Chadderton Tramways.

(Joint and Several Powers to Corporation of Middleton and the Urban District Council of Chadderton to construct Tramways in the Borough, in the said Urban District, and in Adjacent Places, to be worked by Steam, Gas, Electrical, or other Mechanical Power, and to execute Works under, over, and across Streets; and to place Wires, Cables, Tubes, Machinery, and any other Apparatus within, upon, and under any Street; and to place Posts, Pillars, Wires, and Cables, and other Apparatus in, upon, across, and over any Street which the Corporation and the Urban District Council may think necessary or expedient for the purpose of constructing and working of all such Tramways by Mechanical or other Power; and to Repair, Re-construct, and Maintain the same from time to time; and to attach Fastenings, Conductors, Wires, Tubes, and other Apparatus to any House or

Buildings, with the Consent of the Owner; To levy Tolls; To make Bye-laws; Interchange of Traffic; To work Tramways on Sundays; To enter into Working and other Agreements with other Authorities or Companies; and to hold Patent Rights to Incorporate and Amend General Acts.)

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the borough of Middleton, in the county palatine of Lancaster (hereinafter called "the Corporation"), and the Urban District Council of Chadderton (hereinafter called "the Council") in the said county palatine of Lancaster, intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following or some of the following among other purposes (that is to say):—

1. To enable the Promoters (meaning thereby the Corporation and the Council or either of them) to make, lay down, form, and maintain wholly within the said county all or some part or parts of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, junctions, turn-tables, turn-outs, crossings, passing places, stables, carriage-houses, sheds, buildings, works, and conveniences, connected therewith respectively.

(Where in the description of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road along which the tramway is to be laid, the distance is to be taken as measured along the proposed line of tramway.)

2. The tramways proposed to be authorised by the Order will be in the borough of Middleton and the urban district of Chadderton, both in the county palatine of Lancaster and are as follows (that is to say):—

A tramway (5 furlongs 9·7 chains in length whereof 4 furlongs 7·7 chains will be single line, and 1 furlong 2 chains will be double line), commencing in Grimshaw-lane, at a point where the boundary of the borough of Middleton joins the boundary of the urban district of Chadderton, passing thence along Grimshaw-lane and Lees-street, thence across Green-lane, and thence along Joshua-lane and Mills Hill-road, and terminating at the junction of Mills Hill-road with Oldham-road in the urban district of Chadderton.

The tramway will be laid as a single line except between the points hereinafter specified, where it will be laid as a double line (namely):—

(a) In Lees-street from a point 165 feet north-east of the centre of Grimshaw-lane opposite Lees-street for a distance of 178 feet.

(b) In Joshua-lane, from a point 192 feet north-east of the bridge which carries the Middleton branch of the Lancashire and Yorkshire Railway, over the said Joshua-lane for a distance of 178 feet.

(c) In Mills Hill-road, from a point 162 feet east of Saville-street for a distance of 178 feet.

(d) In Mills Hill-road, from a point 12 yards north of the northerly boundary wall of the Baptist Chapel for a distance of 178 feet.

It is proposed to lay the whole of the tramway so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath

on either side of the road and the nearest rail of the tramway.

3. The said tramways hereinbefore described, are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be approved by the Board of Trade.

4. It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

5. To empower the Promoters to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for affording access to the stables, carriage houses, buildings, sheds, and works of the Promoters.

6. To empower the Promoters from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid it is necessary or expedient so to do to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

7. To reserve to the Promoters and their lessees the exclusive right of using on any tramways to be constructed under the powers of the intended Order, carriages drawn or propelled by steam, gas, air, electrical, or other mechanical power, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

8. To empower the Promoters to work and use the said intended tramways or any of them or any of the existing or authorised tramways of the Promoters by means of steam, gas, air, electrical, or other mechanical power, and either in addition to or in substitution for animal power, and for that purpose or any purposes appurtenant or auxiliary thereto: to confer on the Promoters such powers, rights, and privileges as may be necessary or expedient for the carrying into effect the purposes of the intended Order, and in particular power to enter upon and open the surface of the road, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footways, pavements, canals, streams, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephonic posts, tubes, wires, and apparatus, and to lay down, on, in, under or over the surface of any such street, road, or place, in which any of the intended tramways of the Promoters are or may be situate, such posts, brackets, wires, cables, or apparatus, and (as regards cables, wires, and apparatus) in any other street, road, or place, with the consent of the local and road authority, and to make and maintain such openings, posts, brackets, cables, wires, or ways, in or under the surface of any street, road, or place, as may be necessary or convenient, either for the actual working of the tramways, or for providing access to or in connection with any engine, machinery, or apparatus, and to empower the Promoters to erect engines and machinery for the purpose of working the tramways.

9. To provide for the repair by the Promoters, their lessees or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the

constructions or repair of any of the proposed tramways.

10. To authorise the Promoters and their lessees or other the person or persons working the said tramways, to demand, take and levy tolls, fares, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, fares, rates, and charges.

11. To authorise the Promoters and any corporation, person, company, or body from time to time to enter into and carry into effect contracts and agreements for and in relation to the working, lease, sale, and purchase of the whole or any part of the proposed tramways in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Order may define, and to confirm any such contracts and agreements which may have been or may be entered into prior to the grant or confirmation of the intended Order.

12. To empower the Promoters, for all or any of the purposes of the Order, to stop up, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, watercourses, footways, sewers, drains, gas and water mains, pipes, tubes, telegraph and other apparatus.

13. To enable the Promoters for any of the purposes of their undertaking, to purchase or otherwise, acquire by agreement and to take on lease, lands, and hereditaments and easements thereover, and to erect offices, buildings, stables, sheds and other conveniences thereon.

14. To empower the Promoters to apply to the purposes of the Order, their respective district funds, district rates, and general district rates (and in the case of the Corporation the borough fund and borough rate), and any revenues over which they have control, and any moneys they are now authorised to borrow, and to borrow further moneys by debentures, mortgage, debenture stock, or annuities, and to charge such moneys on all or any of the before-mentioned funds, rates, and revenues.

15. To enable the Promoters to appoint a joint committee for all or any of the purposes of the said Order.

16. To empower the Board of Trade from time to time to make and the Promoters to enforce bye-laws and regulations regulating the use of electrical power, and for ensuring the protection and accommodation of passengers, and the carriage of traffic in and along the streets in which the tramways are laid.

17. To make provision for the interchange of traffic upon all the tramways within the districts or connected therewith and to provide for cheap fares for the labouring classes.

18. To provide that all or any tramways within the district may with the consent of the Promoters be worked on Sundays.

19. The Order will vary or extinguish all rights and privileges which might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, and with or without amendment, all or some of the provisions of the Tramways Act, 1870, the Lands Clauses Acts (except as to compulsory powers for purchase of land), and the Local Loans Act, 1875, and enable the Promoters in addition to the powers herein specifically mentioned, to exercise all or

any of the powers by the Tramways Act, 1870, conferred on the persons therein referred to as Promoters, and to acquire and hold patent rights in relation to tramways and the motive power thereon.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works will be deposited for public inspection at the office of the Clerk of the Parliaments, at the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall-gardens, London, and with the Clerk of the Peace for the county palatine of Lancaster at his office at Preston, and with the Town Clerk of Middleton at the Town Hall, Middleton, and with the Clerk of the Urban District Council of Chadderton at the Town Hall, Chadderton.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1900, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of one shilling for each copy, to all persons applying for the same at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, S.W., on or before the 15th day of January next, and copies of any such representations or objections must at the same time be sent to the Promoters or their agents, and in forwarding to the Board of Trade such representations or objections, the objectors or their agents shall state that a copy of the same has been sent to the Council or their agents.

Dated this 16th day of November, 1900.

F. ENTWISTLE, Town Clerk, Middleton.

G. TAYLOR, Clerk to the Urban District Council, Town Hall, Chadderton.

BAKER, LEES, and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Barry Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Barry within their District; the Acquisition and Appropriation of Lands, and Construction of Works; the Breaking up and Interference with Streets, Bridges, and Railways; the Taking and Recovery of Rates and Charges; the Making of Contracts; the Borrowing of Money, and other Matters.)

NOTICE is hereby given that the Urban District Council of Barry, in the county of Glamorgan (hereinafter called "the Council," and whose address is District Council Offices, 158, Holton-road, Barry, aforesaid), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to produce, store, supply, and distribute electricity for public and private purposes as defined by the said Acts within the whole of the urban district of Barry,

No. 27251.

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in the county of Glamorgan aforesaid (hereinafter called "the area of supply").

2. To enable the Council, for the purposes of the Order, to purchase, take on lease, and hold lands or interest, or easements in or over lands, or to appropriate any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, buildings, and appliances for generating, producing, storing, supplying and distributing electricity, or for other the purposes of the Undertaking, and to empower the Council to sell or dispose of any lands not required for the purposes of the Undertaking.

3. To authorise the Council to open, break up and interfere with all streets, thoroughfares, railways, bridges, culverts, sewers, drains, and gas and water mains and pipes, and telegraph, telephone, and other wires within the area of supply, and to confer all such other powers upon the Council as may be necessary for effecting the objects of the proposed Undertaking.

4. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, subject to such variations, modifications or exceptions as may be prescribed by the Order.

5. To authorise the Council to collect and recover rates, rents, and charges for the supply of electricity and the use of any machines, lamps, meters, fittings or apparatus connected therewith.

6. To authorise the Council to enter into contracts with Corporations, Companies or persons for the execution and maintenance of works and the supply of electricity and to relieve the Council from the consequences of any acts or defaults of any such contractors and to empower the Council to transfer to Corporations, Companies or persons all or some of their powers, duties, liabilities and works for such period and upon such terms and conditions as may be agreed upon.

7. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and confer all other rights and privileges necessary for carrying such objects into effect.

8. To empower the Council to borrow money for all or any of the purposes of the Order and to charge the moneys so borrowed and interest upon the district fund and general district rate, and to empower the Council to apply any of their funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the Undertaking.

9. To incorporate with the Order section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability), and to extend that section to matters arising under the Order.

10. The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—

High-street (from Market-street to Trinity-street), Broad-street, Island-road (from High-street to Broad-street), Holton-road, Thompson-street, Dock View-road (from Thompson-street to Station-street), Vere-street and Main-street.

11. To authorise the Council to break up, pass or cross over or under the following streets not belonging to or not repairable by the Council:—

Archer-road, Byron-street, Chilcote-street, Dyfrig-street, Dovedale-street, Digby-street, Edward-street, Everard-street, Friars-road, Fort-road, Gladstone-road, Hanover-street, Lombard-street (continuation to Woodland-road), Pontypridd-street, Regent-street (continuation to Gladstone-road), Redbrink-crescent, Rectory-road, Station-street (continuation from Cross-street to Merthyr-street), St. Oswald's-road, Sea View-terrace, Woodlands-road (continuation from Tynewydd-road to Court-road), Plymouth-road, Morlais-street, Spring-street, Gwenllian-street, Ael-y-Bryn-street, Albert-street, Alfred-street, Bendrick-road, Belmont-street, Cowbridge-street, Caple-road, Edmund-street, Gaspard-street, Guy's-road, Gainsborough-street, Glencoe-street, Hill-street, Howard-street, Hayes-road, Herbert-street, Ilminster-street, Jenkin-street, Kendrick-road, Laura-street, Merch-road, Newton-street, Old Mill-road, Other-road, Southey-street, St. David's-street (Brickyard-terrace), Uphill-street, Wilfred-street, Webster-street, Wimborne-road, Paget-road, (from Island-road to approach road to Barry Island station) and the occupation road (unnamed) on the south side of and leading to Romilly-park from Coldknapp-farm, and the occupation road (unnamed) on the west side of and leading to Romilly-park from Coldknapp-farm.

Also the following roads which are not at present repaired by the Council, but which are claimed by the Council to be public highways:—

Island-road, from Broad-street to Paget-road. Harbour-road (continuation from the Ship Hotel to Paget-road).

The bridges over the Vale of Glamorgan Railway carrying Harbour-road and approaches thereto, St. Nicholas-road and approaches thereto, and the occupation road (unnamed) on the west side of and leading to Romilly-park from Coldknapp Farm.

The bridges over the Barry Railway carrying Island-road and Palmerston-road.

And parts of streets carried over or under any railway, and to cross, break up or interfere with the following railways so far as they are situate within the area of supply, viz.:—

The Barry Railway and the Vale of Glamorgan Railway.

12. To authorise the Council to open, break up, pass or cross over, for the purpose of laying electric mains, lines and other works for transmitting and supplying electricity within the area of supply, the following roads or streets situate in the parishes of Sully and St. Andrews Major and being outside the district of the Council:—

The continuation of Cardiff-road from the boundary of the district to its junction with the road leading from Biglis to Sully,

The road leading from Biglis to Sully from its junction with Cardiff-road alongside Sully Vicarage and thence passing Hayes Farm to the boundary of the district,

and for that purpose to enter into and carry into effect, alter and rescind any contracts and arrangements with any district council, parish council or road authority.

And notice is hereby given that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited and of the Order when made may be obtained at the price of one shilling or each copy at the offices of the undermen-

tioned solicitor and clerk and parliamentary agents.

And notice is hereby further given that a map showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement, as published in the "London Gazette," will be deposited, on or before the 30th day of November instant, for public inspection at the office of the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and at the office of the Clerk to the Council at the District Council offices aforesaid.

And notice is hereby lastly given that every local or other public authority, Company or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover inclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned solicitor and clerk or parliamentary agents.

Dated the 19th day of November, 1900.

J. ARTHUR HUGHES, Barry, Solicitor and Clerk to the Council.

Torr & Co., 19, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Teddington, Hampton, Hampton Wick, and Ham Electric Lighting.

(Power to the Richmond (Surrey) Electric Light and Power Company, Limited, to Produce, Store, and Supply Electrical Energy and Power within the Urban Districts of Teddington, Hampton, and Hampton Wick, in the County of Middlesex, and the Urban District of Ham, in the County of Surrey, to Construct Works, to Lay down Wires and other Apparatus, and to Break up Streets therein; Agreements with and Powers to Local Authorities; Special Power of Transfer; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the Richmond (Surrey) Electric Light and Power Company, Limited, of Moorgate-court, Moorgate-street, in the city of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy, and power for all or some of the public and private purposes as defined by the said Acts within the urban districts of Teddington, Hampton, and Hampton Wick, in the county of Middlesex, and the urban district of Ham, in the county of Surrey (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, foot-paths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground or other-

wise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation, and distribution of and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, district council, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and if thought fit to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts, or portions of Acts, incorporated with those Acts, and to confer upon the Company all or some of the powers within the area of supply which, by the said Acts or any Act amending the same or incorporated therewith, are or may be conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the undertaking to a company to be formed under the Companies Acts to acquire and work the same.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—

In the urban district of Ham.—Petersham-road (from the northern boundary to the north side of Ham Common).

In the urban district of Teddington.—Broad-street and High-street, Ferry-road and Broom-road, to the boundary of the urban district.

In the urban district of Hampton Wick.—Lower Teddington-road and High-street (from Saint John's-road to Kingston Bridge).

In the urban district of Hampton.—High-street (from Church-street to Thames-street), Church-street, and Thames-street (from High-street to Church-street).

The streets or roads within the said area not repairable by the local authority which the Undertakers propose to take powers to break up are as follows:—

In the urban district of Teddington.—Alpha-road, Avenue-road, Atbara-road, Blenheim-road, Blandford-road, Bushey Park-road, Bushey Park-gardens, Cedars-road, Coburg-road, Clarence-road (part), Coles-hill-road, Cornelius-road, Cromwell-road, Elleray-road, Fairfax-road, Gomer-gardens, Hambleton-road (Broom Water), Holmesdale-road, King's-road, Lindum-road, Langham-road, Lodge-road, Munster-road, Nuneham-road (Broom Water West), Oxford-road, Park-street, Princes-road (part), Royal-road, Stanley-gardens, Saint Alban's-road, Saint Winifred's-road, Somerset-gardens, Sunnyside-road, Springfield-road, Udney Park-road, Windsor-road.

In the urban district of Hampton.—Kempton-road, Linden-road, Nightingale-road (part of), Coombe-road, Old Farm-road, The Avenue, Buckingham-road, Marlborough-road, Acacia-road, Dean-road, Queen's Nursery-road, Park-road (part of).

In the urban district of Hampton Wick.—Warwick-road and Normanfield-avenue (part of).

The Company propose to take powers to break up the railway of the London and South Western Railway Company at the level crossings at Hampton Station and Teddington Park-road.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the shop of Mr. Wilson, Newsagent, High-street, Teddington, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the county of London, Solicitor.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated the 20th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named Richmond (Surrey) Electric Light and Power Company, Limited.

Board of Trade.—Session 1901.

Crompton Tramways.

(Powers to the Urban District Council of Crompton to Construct, Place, and Run Carriages, and Work and Take Tolls and Charges on Tramways; Agreements between and Powers to Council and Royton Urban District Council and Oldham and Rochdale Corporations and other Local Authorities and Owners and Lessees of Tramways with respect to Constructing, Working, Purchasing, and Leasing Tramways; Further Borrowing Powers; Other Powers; Amendment or Repeal of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Urban District Council of Crompton (hereinafter called "the Council") for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for all or some of the following among other purposes:—

1. To authorise the Council to construct and maintain the tramways hereinafter described, with all proper rails, points, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, offices, stables, carriage, engine, boiler, and dynamo houses, sheds, buildings, works, and conveniences connected therewith or for the purposes thereof, to be wholly situate in the township or parish and urban district of Crompton, in the county of Lancaster (hereinafter called "the district") (that is to say):—

Tramway No. 1.—Commencing at the boundary of the district in Manchester-road, passing thence along Manchester-road, High-street, Market-street, and Milnrow-road, and terminating in Milnrow-road at a point at or near the junction of Small Brook-road and Milnrow-road. Tramway No. 1 will be laid as a single line throughout, except between the following points, where it will be laid as a double line:—

(a) In Manchester-road, between points respectively 0·8 chain and 4·3 chains north-east of the intersection of the boundary of the district and Manchester-road.

(b) In Manchester-road and High-street, between points respectively 1·4 chains south-west and 6·1 chains north-east of the intersection of the centre lines of Church-street and Manchester-road and High-street.

(c) In High-street and Market-street, between points respectively 2·7 chains west and 1·9 chains north of the intersection of the centre lines of High-street and Market-street.

(d) In Market-street, between points respectively 1·6 chains and 4·6 chains south of the intersection of the centre lines of Beal-lane, Market-street, and Milnrow-road.

(e) In Milnrow-road, between points respectively 3·0 chains and 6·5 chains north of the intersection of the centre lines of Travis-street and Milnrow-road.

(f) In Milnrow-road, between points respectively 2·0 chains and 5·5 chains north of the intersection of the centre lines of Chancery-lane and Milnrow-road.

(g) In Milnrow-road, between points respectively at the intersection and 3·5 chains south of the intersection of the centre lines of Milnrow-road and Small Brook-road.

Tramway No. 2.—Commencing in Beal-lane, 0·3 chain from the intersection of the centre lines of the Lancashire and Yorkshire Railway level crossing in Beal-lane

and Beal-lane, and passing thence along Beal-lane and Rochdale-road, and terminating in Rochdale-road opposite the Old Bull's Head Inn. Tramway No. 2 will be laid as a single line throughout, except between the following points, where it will be laid as a double line:—

(a) In Beal-lane, between points respectively 1·1 chains and 4·6 chains north-west of the intersection of the centre lines of the Lancashire and Yorkshire Railway level crossing in Beal-lane and Beal-lane.

(b) In Rochdale-road, between points respectively 1·6 chains and 5·1 chains north-west of the intersection of the centre lines of Rochdale-road, Market-street, and Milnrow-road.

(c) In Rochdale-road, between points respectively 0·5 chain and 4 chains west of the intersection of the centre lines of Brunswick-street and Rochdale-road.

(d) In Rochdale-road, between points respectively 9·5 chains and 13 chains west of the intersection of the centre lines of Fraser-street and Rochdale-road.

(e) In Rochdale-road, between points respectively 18 chains west of the intersection of the centre lines of Fraser-street and Rochdale-road, and at the intersection of the centre lines of Garth-street and Rochdale-road.

(f) In Rochdale-road, between points respectively 2·9 chains south-east and 0·6 chain north of the intersection of the centre lines of Thornham-road and Rochdale-road.

(g) In Rochdale-road, between points respectively 0·8 chain and 4·3 chains south-east of the intersection of the centre lines of the Old Bull's Head Inn and Rochdale-road.

Tramway No. 2A.—Commencing by a junction with Tramway No. 2 in Rochdale-road at a point near the junction of Rochdale-road with Market-street and Milnrow-road, and passing thence along Rochdale-road and Market-street, and terminating by a junction with Tramway No. 1 in Market-street at a point near the junction of Rochdale-road with Market-street and Milnrow-road. Tramway No. 2A will be laid as a single line throughout.

Tramway No. 2B.—Commencing by a junction with Tramway No. 2 in Beal-lane at a point near the junction of Beal-lane with Market-street and Milnrow-road, and passing thence along Beal-lane and Market-street, and terminating by a junction with Tramway No. 1 in Market-street at a point near the junction of Market-street, Milnrow-road, and Beal-lane. Tramway No. 2B will be laid as a single line throughout.

Tramway No. 3.—Commencing at the intersection of the boundary of the district and Oldham-road, and passing thence along Oldham-road and High-street, and terminating by a junction with Tramway No. 1 in High-street at a point near the junction of Oldham-road with Manchester-road and High-street. Tramway No. 3 will be laid as a single line throughout, except between the following points, where it will be laid as a double line:—

(a) In Oldham-road, between points respectively 0·8 chain and 4·3 chains north of the intersection of the boundary of the district and Oldham-road.

(b) In Oldham-road, between points

respectively 2·2 chains south and 2·5 chains north of the intersection of the centre lines of Sutcliffe-street and Oldham-road.

(c) In Oldham-road, between points respectively 1·9 chains south and 1·6 chains north of the intersection of the centre lines of Cowlishaw-lane and Oldham-road.

(d) In Oldham-road, between points respectively at the intersection and 3·5 chains north of the intersection of the centre lines of Fenton-street and Oldham-road.

(e) In Oldham-road and High-street, between points respectively 1·5 chains south and 0·5 chain north-east of the intersection of the centre lines of High-street and Oldham-road.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the street or road hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1.—(a) In Manchester-road, on both sides thereof, between the following points: 0·8 chain and 4·3 chains north-east of the intersection of the boundary of the district and Manchester-road.

(b) In Manchester-road and High-street, on both sides thereof, between points respectively 1·4 chains south-west and 6·1 chains north-east of the intersection of the centre lines of Church-street and Manchester-road and High-street.

(c) In High-street and Market-street, on both sides thereof, between points respectively 2·7 chains west and 1·9 chains north of the intersection of the centre lines of High-street and Market-street.

(d) In Market-street, on both sides thereof, between points respectively 0·8 chain and 1·8 chains north of the intersection of the centre lines of Farrow-street and Market-street.

(e) In Market-street, on both sides thereof, between points respectively 1·6 chains and 4·6 chains south of the intersection of the centre lines of Beal-lane, Market-street, and Milnrow-road.

(f) In Milnrow-road, on both sides thereof, between points respectively 3·0 chains and 6·5 chains north of the intersection of the centre lines of Travis-street and Milnrow-road.

(g) In Milnrow-road, on both sides thereof, between points respectively 2·0 chains and 5·5 chains north of the intersection of the centre lines of Chancery-lane and Milnrow-road.

(h) In Milnrow-road, on both sides thereof, between points respectively at the intersection and 3·5 chains south of the intersection of the centre lines of Milnrow-road and Small Brook-road.

Tramway No. 2.—(a) In Beal-lane, on both sides thereof, between points respectively 1·1 chains and 4·6 chains north-west of the intersection of the centre lines of the Lancashire and Yorkshire Railway Level Crossing in Beal-lane and Beal-lane.

(b) In Beal-lane, on both sides thereof, between points respectively 1·1 chains and 7·1 chains east from the intersection of the centre lines of Market-street and Beal-lane.

(c) In Rochdale-road, on both sides thereof, between points respectively 0·6 chain west of the intersection of the centre lines of Market-street and Rochdale-road and 2·4 chains east of the intersection of the centre lines of Fraser-street and Rochdale-road.

(d) In Rochdale-road, on the south side thereof, between points respectively 2·4 chains east and 5·4 chains west of the intersection of the centre lines of Fraser-street and Rochdale-road.

(e) In Rochdale-road, on both sides thereof, between points respectively 0·5 chain east and 18·9 chains west of the intersection of the centre lines of Albert-street and Rochdale-road.

(f) In Rochdale-road, on both sides thereof, between points respectively 0·5 chain and 10·5 chains south-east of the intersection of the centre lines of Thornham-road and Rochdale-road.

(g) In Rochdale-road, on both sides thereof, between points respectively 0·4 chain and 16·9 chains north of the intersection of the centre lines of Thornham-road and Rochdale-road.

Tramway No. 2A.—At the south-west corner of the junction of Rochdale-road and Beal-lane with Market-street and Milnrow-road for a distance of 0·8 chain.

Tramway No. 2B.—At the south-east corner of the junction of Rochdale-road and Beal-lane with Market-street and Milnrow-road for a distance of 0·8 chain.

Tramway No. 3.—(a) In Oldham-road, on both sides thereof, between points respectively at the intersection and 5·5 chains north of the intersection of the boundary of the district and the Oldham-road.

(b) In Oldham-road, on both sides thereof, between points respectively 4 chains south of the intersection of the centre lines of Sutcliffe-street and Oldham-road and 1·1 chains north of the intersection of Sumner-street and Oldham-road.

(c) In Oldham-road, on both sides thereof, 1 chain and 5·3 chains south of the intersection of the centre lines of High-street and Oldham-road.

2. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may from time to time be determined by the Board of Trade with the assent of the Council, and it is not proposed to run on the tramways carriages or trucks adapted for use upon railways.

3. To authorise the Council, with the consent of the Board of Trade, to lay down double lines in lieu of single or single lines in lieu of double, or interlacing lines in lieu of double or single lines on any of the proposed tramways, and to alter the position in the road of any of such tramways, or any part thereof respectively.

4. To empower the Council from time to time to make, maintain, alter, and remove all such crossings, passing-places, deviations, sidings, loops, triangles, cross-overs, junctions, curves, turn-outs, turn-tables, and other works, in addition to those specified in this Notice, as may be necessary or convenient to the efficient working of the proposed tramways, or for facilitating the traffic of the roads in which the same are laid, or for providing access to any stables, carriage houses, engine houses, generating stations, buildings, or works of the Council or their lessees, or for effecting junctions with any tramways.

5. To authorise the Council to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges, ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, and for laying down cables, wires, tubes, ropes, apparatus, works, and conveniences, and for placing posts, brackets, and other appliances, and for other purposes of the Order.

6. To enable the Council when by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways are laid, it is necessary or expedient to remove or discontinue the use of such tramway, or any part thereof, to construct in the same or any adjacent road, and maintain, so long as occasion may require, a temporary tramway or tramways in lieu of the tramway or part of a tramway so removed or discontinued.

7. To provide for and regulate the application and use by the Council of any paving, metalling, or road materials excavated or removed by them in the construction of any of the proposed tramways and works, and the disposal of any surplus paving, metalling, or materials.

8. To authorise the Council, for all or any of the purposes of the Order, to appropriate and use any lands vested in them, and to purchase and acquire lands and houses, and to erect thereon offices, or construct sheds, stables, workshops, machinery, rooms, or other buildings, yards, works, and conveniences, and to sell, let, or dispose of any such lands.

9. The power to be employed for working the tramways will be animal power or mechanical power, including steam, electrical, and every other motive power not being animal power.

10. To authorise the Council and their lessees, or other the bodies or persons working the intended tramways, to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

11. To authorise the Council and their lessees, for the purpose of working any of the proposed tramways by mechanical power or animal power, to construct, maintain, and use stations for generating electrical power, with all necessary or proper machinery, dynamos, engines, buildings, works, and conveniences; and to place, construct, erect, lay down, make, and maintain on, above, or below the surface of any street or road, posts, brackets, electric conductors, wires, apparatus, subways, tunnels, cables, tubes, openings, and other works, apparatus, and conveniences; and to affix to any houses or buildings, and maintain posts, brackets, rosettes, electric conductors, wires, and apparatus, and other works and conveniences.

12. To empower the Council, notwithstanding anything in the Tramways Act, 1870, to the contrary, to place and run carriages on, and to work and to demand and take rates, tolls, and charges in respect of any of the proposed tramways, and in respect of the use of such carriages, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery,

apparatus, horses, steam, cable, electric, and other plant, appliances, and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power.

13. To authorise the Council on the one hand, and the Urban District Council of Royton (hereinafter referred to as "the Royton Council"), and the mayor, aldermen, and burgesses of the county borough of Oldham (hereinafter referred to as "the Oldham Corporation"), and the mayor, aldermen, and burgesses of the county borough of Rochdale (hereinafter referred to as "the Rochdale Corporation"), and any other local authority, and any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council, or any or either of them on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, purchasing, leasing, working, running over, use, maintenance, and management by the contracting parties, or any or either of them, of their respective tramways and works, or any part or parts thereof; the supply of rolling stock, plant, machinery, electrical energy, or other motive power necessary for the purposes of such agreement; the appointment and removal of officers and servants; the payments to be made and the conditions to be performed with respect to such construction, purchasing, leasing, working, running over, use, maintenance, and management; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties; the payment, collection, division, and apportionment of the tolls, rates, charges, receipts, and revenues arising from such traffic; the sums or considerations, and the rents to be paid by any or either of the contracting parties to the other or others of them for or on account of any of the matters to which the respective contract or agreement may relate; and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

14. To authorise the Council to grant to the Oldham Corporation and to the Rochdale Corporation, and to the Royton Council, and to any other local authority, and to any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council or either of them, and to authorise the said Corporations and Royton Council, and any other local authority, and any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council or either of them, to take a lease of all or any of the tramways of the Council, or the right of user of such tramways, and of demanding and taking tolls, rates, and charges in respect of the same, for such period and on such terms and conditions as may be agreed, and to authorise the lessees during the period of the lease to place and run carriages on and to work the tramways comprised in the lease, and to take and demand tolls, rates, and charges in respect of such tramways, and of the use of carriages thereon, and to do all such acts and things as may be necessary or convenient for and incidental to any of the purposes aforesaid.

15. To authorise the Council for all or any of the purposes of the Order, to borrow further moneys, and to charge the moneys so borrowed, and the interest thereon, on the district fund

and general district rate of their district, and on the rents reserved under any lease made under the authority of the intended Order, and on the rates, tolls, charges, and sums authorised to be received by the Council under the provisions of the Order, and on other the property and revenue of the Council, and to authorise the Council to apply to the purposes of the Order any of their funds.

16. To confer upon the Council all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Order into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere therewith, and to confer other rights and privileges.

17. To incorporate with the Order, or to re-enact, with such variations, modifications, and exceptions as may be thought expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of, amongst other Acts, the Lands Clauses Acts and the Tramways Act, 1870.

18. To alter, extend, amend, or repeal so far as may be necessary or expedient for the purposes of the Order, the provisions or some of the provisions of the Oldham Corporation Act, 1899; the Rochdale Corporation Act, 1900; and all other Acts and Orders which may relate to, or be in any way affected by any of the objects and purposes of the Order.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the clerk of the Council at the Council's office, Town Hall, Shaw, near Oldham, and with the parish clerk of Crompton at his residence, and in the office of the clerk of the Parliaments, and in the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall-gardens, London.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 22nd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the cost of one shilling for each copy, to all persons applying for the same at the offices of the undersigned.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, S.W., on or before the 15th day of January next, and copies of any such representations or objections must at the same time be sent to either of the undersigned, and in forwarding to the Board of Trade such representations or objections the objectors or their agents should state that a copy of the same has been so sent.

Dated this 20th day of November, 1900.

JOHN H. MILLS, Clerk to the Council,
Town Hall, Shaw, near Oldham.

JOHN CHARLES BALL, 3, Victoria-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1901.

Dover Corporation.

(Construction of new Streets and Tramway along new Street; Discontinuance of Railway Level Crossings; Working of intended Tramway and existing Tramways by Mechanical Power; Brackets to Buildings; Omnibuses; Breaking up and Stopping up of Streets; Appropriation of Lands for Building; Underpinning of Houses; Superfluous Lands; Exchange of Lands with Dover Harbour Board and Railway Companies; Recreation Grounds; Games; Bands; Advertisements; Harbours and Works to be part of Borough for Police Purposes; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Burgesses of the borough of Dover (hereinafter respectively referred to as "the Corporation" and "the borough") for an Act for all or some of the following amongst other purposes (that is to say):—

To empower the Corporation to make and maintain the following new streets and street works, all in the borough and parish of Dover, in the county of Kent, together with all necessary viaducts, bridges, junctions, retaining walls, piers, buttresses, girders, abutments, embankments, arches, approaches, steps, sewers, drains, culverts, conveniences, and works in connection with the new streets or any of them:—

New Street No. 1.—A new street, commencing at or near the junction of Snargate street and George-corner, and terminating at or near the junction of Beach-street and Clarence-place, including a raising of the level of Limckiln-street between its junction with Elizabeth-street and the London, Chatham, and Dover railway bridge.

New Street No. 2.—A new street, commencing in Bulwark-street, at or near its junction with Bulwark-hill, and terminating by a junction with new Street No. 1, at a point 84 yards measured in an easterly direction from its commencement.

New Street No. 3.—A new street, commencing in Council House-street, at a point 17 yards measured in an easterly direction from the north-eastern corner of Blenheim-square, and terminating in Middle-row, at or near the southern corner of the Silver Lion public-house.

New Street No. 4.—A new street, commencing in Seven Star-street, nearly opposite to the eastern corner of the William and Albert public-house, and terminating in Beach-street, at a point 23 yards measured in an easterly direction from the eastern side of the Sceptre inn.

To authorise the South Eastern Railway Company, the London, Chatham, and Dover Railway Company, or any committee of the two railway companies, or the Joint Board of the Companies (all of whom are hereinafter referred to as "the Companies"), so soon as the new streets No. 1 and No. 2 are open to the public, to stop up and discontinue for public traffic the level crossings in Crosswall and Hawkesbury-street, and to stop up those streets and Round Tower-street, at or near the crossings, upon their constructing and maintaining proper footbridges over their railways and works, and to provide for the vesting in the Companies of the site and soil of parts of the streets stopped up, and to make provision for the sewers, mains, and pipes thereunder.

To empower the Corporation to make, lay down, form, and maintain the tramway hereinafter described with all necessary and proper rails, plates, sleepers, tunnels, junctions, turntables, turnouts, crossings, and passing places, stables, buildings, engines, dynamos, works, and conveniences connected therewith. The tramway proposed to be authorised will be situate in the borough and parish of Dover, in the county of Kent, and is as follows:—

A tramway along the proposed new Street No. 1, commencing by a junction with the existing tramway in Snargate-street at or near the commencement of the proposed new Street No. 1, and terminating at or near the termination of the said new street.

In the following instance the proposed tramway will be laid along the streets hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the streets hereinafter mentioned and the nearest rail of the tramway:—

In Snargate-street and the proposed new Street No. 1, on the north-western sides from the commencement of the tramway for a distance of 1·87 chains.

To authorise the Corporation to remove the existing tramways in George-corner, Strond-street, Crosswall, and Clarence-place, all in the borough.

The proposed tramway will be laid on a gauge of 3 feet 6 inches; it is not intended to run thereon carriages or trucks adapted for use on railways.

To empower the Corporation to work the intended tramway and other the tramways for the time being belonging to them by animal power, and by electricity, steam, or other motive power, not being animal power, and partly by one such power and partly by another such power.

To empower the Corporation to lay down, construct, and maintain on, in, under, or over the surface of any street, such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient for the working of the tramways for the time being belonging to the Corporation by steam, electric, or other mechanical power, and to authorise the Corporation to affix to any house, building, or structure, and maintain brackets, electrical conductors, wires, and apparatus in connection with any such tramways, and to make provision for compensating the owners or occupiers for any damage thereby occasioned.

To empower the Corporation to run omnibuses within and beyond the borough in connection with their tramways or when the running of carriages thereon is impracticable.

To constitute the tramway and tramway works proposed to be authorised part of the tramway undertaking of the Corporation, and to incorporate or apply all or some of the powers and provisions relating to the existing tramways of the Corporation (contained in the Dover Corporation Tramways Order, 1896) to and with respect to the tramway by this Act authorised.

To empower the Corporation to deviate laterally and vertically from the lines and levels of the intended works shown on the deposited plans hereinafter mentioned to the extent to be shown on the said plans or to be defined in the intended Act.

To authorise the Corporation to break up, cross, alter, widen, narrow, divert, stop up

(either temporarily or permanently), and interfere with streets, roads, highways, carriageways, footpaths, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, electric wires and conductors, and apparatus within the borough and parish aforesaid, for the purpose of constructing and maintaining the proposed works, or otherwise for the purposes of the intended Act. The highways proposed to be permanently stopped up include the following, or parts thereof:—

Oil Mills-road, Finnis'-hill, the Square, Oxenden-street, Lion-court, Spring-place, Strond-lane, Water-lane, Hawkesbury-street, Limekiln-lane, Bulwark-lane, Oxenden-lane, Paradise-street, Paradise-passage, Round Tower-lane, Round Tower-passage, Round Tower-street, Middle-row, Seven Star-street, King-passage, Bulwark-street, and Crosswall, and other highways, courts, and passages in connection with the above.

To empower the Corporation for the purposes of the proposed works, and for providing space for the erection of buildings near thereto, and for other the purposes of the intended Act, to appropriate or to purchase or acquire by compulsion or agreement, or to take on lease, any lands, houses, or buildings in the borough and parishes aforesaid, and to acquire, by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, and buildings.

To authorise the Corporation to appropriate and lay out for building purposes portions of any lands already acquired, or to be acquired by them under the powers of the intended Act, or under any Provisional Order already made or hereafter to be made, and to sell or exchange, or otherwise dispose of, and grant building or other leases, and to let for building purposes all or any lands, buildings, or hereditaments for the time being belonging to them, and to sell and dispose of such annual rents and the reversion of any land or buildings, and to extend the powers of the Corporation with respect to the holding, retaining, or disposing of lands.

To underpin, support, and otherwise strengthen the walls and buildings near to or which may be affected by any of the proposed works without being required to purchase the same.

To empower the Corporation, notwithstanding any of the provisions of the Lands Clauses Acts, to hold lands freed from the provisions with respect to superfluous lands, and to enable them to purchase compulsorily part only of certain properties, and to make special provision for determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act, and to require the tribunal to take into account the increased value of lands and property retained by the claimant.

To empower the Dover Harbour Board and the Companies, or any of them, to sell, exchange, and appropriate lands and buildings belonging to them respectively for or in connection with the intended works and other the purposes of the intended Act, and to enable those bodies or some of them to contribute to the expense of constructing and maintaining the intended works or some of them, and to authorise agreements between the Corporation and the bodies aforesaid or some of them in regard to the matters aforesaid, and otherwise in regard to the construction and maintenance of the intended new streets and street works, and to confirm and carry into effect any such agreements made

prior to the passing of the intended Act, and to empower those bodies respectively to raise the necessary moneys for the purposes aforesaid, and to authorise them to charge the same upon their undertakings, lands, and property, or some of them, and to alter existing charges thereon respectively.

To make further and better provision in regard to recreation grounds and open spaces. To empower the Corporation to erect, furnish and equip, maintain and remove, conservatories, pavilions, refreshment rooms, shelters, and other conveniences in any recreation ground, or open space for the time being belonging to the Corporation; to authorise the letting of the same and charges for the use thereof and admission thereto; to authorise the setting apart of portions of any recreation ground or open space for games; to provide apparatus for games, and to make charges for the use thereof respectively; to authorise the Corporation to pay or contribute to the expense of bands of music; to empower the Corporation to place seats and chairs in recreation grounds, streets, and open spaces; to empower the Corporation to charge for the use of chairs, and to make bye-laws in regard to the matters aforesaid; to extend the enactments (or some of them) relating to street offences to recreation grounds and open spaces; and to provide for the appointment of officers and park keepers, with power to act as constables.

To make further and better provision in regard to advertisements and sky signs within the borough, and to empower the Corporation to license sites and hoardings and other structures for advertisement purposes, and to prohibit (except in cases to be specified in the intended Act) advertisements except on such licensed sites, hoardings, and structures.

To make further provision in regard to hackney carriages and bathing, and in other respects to make better provision in regard to the good order and local government of the borough and procedure before the justices.

To provide that all piers and works in connection with the National Harbour and Dover Harbour as now or hereafter to be constructed, and both during the construction and after the completion of the works, shall, for police purposes, be deemed to be part of the borough.

To empower the Corporation to borrow or raise money for any of the purposes of the intended Act, and to charge such money upon the borough fund and borough rate, district fund and general district rate, and upon the estates, undertakings, rates, rents, revenue, and other property of the Corporation, or on any of those securities, and to execute and grant mortgages, or to create and issue Corporation stock in respect thereof, and to empower the Corporation to apply any of their existing funds and rates or any money they are authorised to borrow for any of the purposes of the intended Act.

To incorporate, with or without amendment, or to render inapplicable, all or some of the provisions of the following public Acts:—The Municipal Corporations Act, 1882; the Public Health Acts; the Local Loans Act, 1875; the Lands Clauses Acts; the Tramways Act, 1870; the Arbitration Act, 1899; and all Acts amending those Acts respectively.

To repeal, alter, and amend all or some of the provisions of the local Acts and Provisional Orders confirmed by Act of Parliament, now in force within the borough, with or without amendment, including the following (that is to say):—

18 Geo. III, c. 76; 50 Geo. III, c. 26; 7 Geo. IV, c. 5; 11 Geo. IV, and 1 Will. IV, c. 117; 5 and 6 Will. IV, c. 47; and the Provisional Orders relating to the borough confirmed by Acts of Parliament passed in the years 1889, 1894, 1895, 1896, and 1897; the Harbours and Passing Tolls, &c. Act, 1861; the Dover Harbour Act, 1891; the Dover Harbour Act, 1898; and any other Act or Acts relating to the Dover Harbour Board; the 6 and 7 Will. IV, c. 75, and all other Acts relating to the South Eastern Railway Company; the 16 and 17 Vict., c. 132; the London, Chatham, and Dover Railway Act, 1898, and all other Acts relating to the London, Chatham, and Dover Railway Company; the South Eastern and London, Chatham, and Dover Railway Companies Act, 1899, and any other Acts relating to the South Eastern and Chatham Railway Companies' Managing Committee.

To vary or extinguish all rights, powers, and privileges inconsistent with or which would or might in any way interfere with the objects of the intended Act, and to confer other rights, powers, and privileges.

Plans and sections of the intended works, together with a book of reference to the plans, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent at his office at Maidstone, and with the Town Clerk at his office in Dover.

Printed copies of the intended Act or 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 15th day of November, 1900.

E. WOLLASTON KNOCKER, Town Clerk,
Dover.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, West-
minster, Parliamentary Agents.

In Parliament.—Session 1901.

Gosport Street Tramways.

(Power to make additional Tramways in the Urban District of Gosport and Alverstoke, in the County of Southampton; Removal and Abandonment of portions of old Lines; Mechanical Power; Tolls; Breaking Up of Streets, &c.; Electric Wires, &c.; Compulsory Purchase of Lands; Generating Stations; Agreements with and Powers to and Provisions as to Purchase of Electrical Plant and Tramways by the Local Authority; Application of Capital; Further Capital, &c.; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by or on behalf of the Portsmouth Street Tramways Company (hereinafter called "the Company"), for leave to bring in a Bill for effecting the objects or some of the objects following (that is to say):—

To authorise the Company to construct and maintain the street tramways hereinafter described or some or one of them, or some part or parts thereof respectively, all in the urban district of Gosport and Alverstoke, in the county of Southampton, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the pro-

posed tramways or narrow places any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and produced would intersect each other.

The tramways proposed to be authorised by the Bill are as follows:—

Tramway No. 1, in the parish of Alverstoke, commencing in High-street, Gosport, at or near its junction with The Hard, and passing thence in a westerly direction along High-street and Walpole-road, and terminating in that road at or about the junction of Walpole-road with Spring Garden-lane.

Tramway No. 2, in the parish of Alverstoke, commencing in Walpole-road by a junction with Tramway No. 1 at its termination as above described, passing thence in a northerly direction along Spring Garden-lane, into and along Forton-road to Forton and Camden Town, and thence along Brockhurst-road, and terminating in that road at or about the junction of Brockhurst-road with Elson-road.

Tramway No. 3, in the parish of Alverstoke, commencing in Walpole-road by a junction with Tramway No. 1 at its termination as above described, passing thence in a westerly direction along Stoke-road, and thence in a south-westerly direction along Foster-road and Anglesey-road, and terminating in the last-mentioned road at or about the junction of Anglesey-road with Green-road.

Tramway No. 4, in the parish of Alverstoke, commencing in Anglesey-road by a junction with Tramway No. 3 at its termination as above described, passing thence along Green-road, and thence in a northerly direction along The Avenue, and in an easterly direction along Bury-road, and terminating in that road by a junction with Tramway No. 3 at or about the junction of Bury-road with Foster-road.

Between the following points the said tramways will be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides hereinafter mentioned of such streets or roads and the nearest rail of the tramway:—

Tramway No. 1.

In High-street, on both sides thereof, between a point 3 chains or thereabouts west of the commencement of the tramway and a point opposite the entrance to the present tramway dépôt.

In High-street, on both sides thereof, between a point 2 chains or thereabouts east of the junction of North Cross-street with High-street and the junction of Clarence-road South with High-street.

In Walpole-road, on both sides thereof, between the junction of Ordnance-road and Walpole-road and a point $1\frac{1}{2}$ chains or thereabouts west thereof.

Tramway No. 2.

In Spring Garden-lane, on the east side thereof, between Walpole-road and Mumby-road.

In Forton-road, on both sides thereof, between White's-yard and a point 2 chains or thereabouts north-west thereof.

In Forton-road, on both sides thereof, between a point half a chain or thereabouts south-

east of Alma-street and a point 1 chain or thereabouts south-east of Alexander-street. In Forton-road, on both sides thereof, between a point 2 chains or thereabouts north-east of Hartington-street and a point $5\frac{1}{2}$ chains or thereabouts north-east thereof.

In Forton-road, on both sides thereof, between a point opposite the south-east corner of the Artillery Arms public-house and a point 1 chain north or thereabouts thereof.

Tramway No. 3.

In Stoke-road, on both sides thereof, between a point 1 chain or thereabouts west of Oak-street and Grove-buildings.

In Stoke-road, on both sides thereof, between Queen's-road and to the junction of Bury-road and Foster-road.

In Foster-road, on both sides thereof, between the entrance to Gosport-road Railway Station and the footpath leading to the footbridge over the London and South-Western Railway.

In Anglesey-road, on both sides thereof, between a point $5\frac{1}{2}$ chains or thereabouts south-east of the junction of Anglesey-road with Foster-road and a point 11 chains or thereabouts south-east thereof.

In Anglesey-road, on both sides thereof, between a point 1 chain or thereabouts south of the junction of Green-lane with Anglesey-road and the junction of Green-road with Anglesey-road.

Tramway No. 4.

In Green-road, on the south side thereof, between Anglesey-road and Little-lane.

In Bury-road, on both sides thereof, between Green-lane and a point $2\frac{1}{2}$ chains or thereabouts east of Gordon-road.

In Bury-road, on both sides thereof, between points respectively 8 chains or thereabouts and 4 chains or thereabouts west of the eastern end of Foster-road.

To authorise the Company to take up, remove, appropriate, and use in the construction of the said intended Tramways Nos. 1 and 2 so much of their existing tramways as lies between the respective points of commencement and termination of such intended tramways.

To authorise the Company to abandon and take up and remove so much of their existing tramways in the said urban district as lies between the junction of High-street, Gosport, with Clarence-road and the junction of Spring Garden-lane with Forton-road, and to relieve the Company from all obligation to maintain and work such portion of tramways, and from all penalties to which they may be liable by reason of the non-working thereof.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal or electrical power, and the intended tramways will be constructed on the gauge of 3 feet 6 inches, or, with the consent of the Board of Trade and the local authority, on a gauge of 3 feet.

To authorise the Company—

(a) To demand, take, and recover tolls, rates, and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

(b) To make from time to time such crossings, passing places, turnouts, sidings, junctions, and other works, in addition to those par-

particularly specified in this Notice, as may be necessary or convenient for the efficient working of the intended tramways, or for connecting any portions of any such tramways with others of them or any other tramways of the Company, or for providing access to any stables or carriage sheds or works, and to alter double to single lines, and *vice versa*, or double or single to inter-lacing lines, or *vice versa*.

(c) To remove or discontinue the use of any part of the intended tramways or any of them when by reason of the execution of any works affecting the surface or soil of any street, road, or thoroughfare or otherwise, it is necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare in the said urban district, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the part of tramway so removed or discontinued to be used or intended so to be.

(d) To hold, acquire, and use patent and other rights or licenses relative to motive power or otherwise.

(e) To purchase or acquire by agreement, or to take easements over lands and houses for the purposes of the intended tramways and works, and of the Bill generally.

(f) To use and dispose of any paving or road materials extracted by the Company in the construction of the intended tramways or the exercise of the powers of the Bill.

To authorise the Company to use and employ upon all or any of their existing tramways within the said urban district (hereinafter called "the existing tramways"), as well as on the intended tramways, or upon any of them, or upon any part thereof, electrical power for moving carriages, trucks, and vehicles on such tramways, and to adapt the existing tramways, or any of them, to the use of such power and to make such alterations therein as may be necessary for that purpose, and to exempt the Company in regard to the intended tramways from the provisions of the Tramways Act, 1870, in respect to gauge and the limit of the overhang of carriages, and to empower the Company for the purposes aforesaid to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place in which the existing tramways or the intended tramways are or will be situate, and to attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables, apparatus, matters, and things, and to make and maintain such openings and ways in or under such surface as may be necessary or convenient for working the said tramways by electrical power, or for adapting the existing tramways for that purpose, or for other the purposes of the Bill.

To authorise the Company to enter upon and open and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets and roads, bridges, highways, and foot-paths within the said urban district, or on, along, over, or by the side of which any existing tramways are laid, and watercourses, sewers, drains, pipes, wires, tubes, and apparatus in, under, or over the same for the purpose of constructing the intended tramways, or adapting or altering the existing tramways, or maintaining, repairing, removing, reinstating, or working any of the intended tramways or of the existing tramways, or for other the purposes of the Bill.

To incorporate in the Bill, and to confer upon

the Company in connection with, or for the purposes of, any of the works, matters, and things aforesaid, and whether with or without alteration, all or some of the provisions of the Tramways Act, 1870, and especially, but not exclusively, the provisions of that Act with respect to the breaking up, reinstatement, and repair of streets and roads to gas and water companies and sewers, to the use by the promoters of tramways with flange-wheeled carriages, &c., to bye-laws or to offences.

To authorise and empower the Company to enter upon, take, and use, compulsorily or otherwise, and to hold the lands hereinafter mentioned in the said parish of Alverstokey and the said urban district or some of them, or some part or parts thereof respectively (that is to say):—

Certain lands, houses, buildings, and premises on the south side of Stoke-road, bounded on the east by Victoria-place and on the west by Stone-lane.

And to authorise the Company upon any part of such lands, houses, buildings, and premises, and upon the lands, houses, buildings, and premises now used by the Company as a depôt, opening into and fronting on the north side of South-street, immediately to the south of the India Arms Hotel, High-street, Gosport, in the said urban district, to erect, maintain, and use stations for generating, transforming, transmitting, and applying electrical energy with all necessary dynamos, batteries, engines, plant, machinery, works, and conveniences for that purpose, and to generate, transform, transmit, and apply such energy.

To authorise and empower the Company and any local authority (within the meaning of the Tramways Act, 1870) in whose district any portion of the existing tramways, or the intended tramways, are or will be situate, to enter into and carry into effect agreements with respect to the purchase by such authority of such tramways, or any of them, or any part thereof respectively, or the user and occupation by the Company of such tramways, or any of them, or any part thereof, for such periods as may be agreed, and for the postponement of the date at which such authority may purchase the same, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and to empower any such local authority as aforesaid to apply to any of the purposes aforesaid any of their funds or other moneys under their control.

To authorise and require any such local authority as aforesaid, in the event of the purchase by them of the tramways or any of the tramways of the Company, to purchase all plant of the Company used for the purpose of working the tramways (whether existing or intended) by electrical power, whether suitable and used by the Company for the purpose of the tramways so purchased or of any other tramways of the Company.

To empower the Company and any such local authority, or any company or person, to enter into and carry into effect agreements with respect to the supply by such authority, company, or person of electrical power to the Company for the purposes of their tramways, or the supply by the Company to such local authority, company, or person of electrical power for any purpose for which such authority, company, or person may for the time being be authorised to supply electricity, and to lay all necessary mains for such purposes.

To authorise the Company for all or any of the purposes of the intended Act and for the general purposes of their undertaking to raise further capital by new ordinary or preference shares and by borrowing, and to apply to the like purposes all or any part of the capital which they are by their existing Acts or may be by the Bill authorised to raise.

To vary or extinguish all or any rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill, and to confer other rights or privileges.

To amend, extend, alter, or repeal the provisions or some of the provisions of the local and personal Acts and Orders following, or some of them (that is to say):—The Gosport Street Tramways Act, 1879, the Gosport Street Tramways Act, 1881, the Portsmouth Street Tramways (Amalgamation) Act, 1883, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the intended tramways, showing also the lands intended to be taken, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, and with the Clerk of the Urban District Council of Gosport and Alverstoke, at his office at High-street, Gosport.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 20th day of November, 1900.

ASHURST, MORRIS, CRISP, and Co., 17,
Throgmorton-avenue, London, E.C.,
Solicitors for the Bill.

Light Railway Commissioners.—
November, 1900.

Potteries Light Railways (Extensions).

NOTICE is hereby given, that application is intended to be made, in the month of November, 1900, to the Light Railway Commissioners by the Potteries 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, in the parishes and boroughs of Stoke-upon-Trent, Newcastle-under-Lyme, Longton, and Hanley, and the parish of Trent-ham, in the rural district of Stone.

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

Railway No. 1 (1 mile 3 furlongs 4·60 chains in length), commencing in High-street, Stoke-upon-Trent, by a junction with the existing tramway opposite King's-street, passing thence along High-street and Stoke-road into and terminating in George-street, Newcastle-under-Lyme, by a junction with the existing tramway opposite Boundary-street.

Railway No. 1A (1·60 chains in length), commencing in Liverpool-road, Stoke-upon-Trent, at a point 20 yards or thereabouts north-east of the junction of Liverpool-road and High-street, passing thence into and terminating in High-street at a point 20 yards or thereabouts north-west of the junction of that street with Liverpool road.

Railway No. 2 (1 mile 6 furlongs 6·50 chains in length), commencing in London-

road, Newcastle-under-Lyme, by a junction with the existing tramway at its termination, passing thence along London-road, and terminating therein at Trent Vale by a junction with the existing tramway at a point 33 yards or thereabouts south of the Black Lion Inn.

Railway No. 3 (4 furlongs 6·20 chains in length), commencing in Anchor-road, Longton, at a point 15 yards or thereabouts north-east of the junction of Anchor-road with Sutherland-road, passing thence along Anchor-road, and terminating in that road at a point opposite the northern corner of Heathcote-street.

Railway No. 3A (1·80 chains in length), commencing in Market-street, Longton, by a junction with the existing light railways at a point 20 yards or thereabouts north-west of the junction of Anchor-road with Market-street, passing thence into and terminating in Anchor-road by a junction with Railway No. 3 at its commencement as above described.

Railway No. 3B (2 chains in length), commencing in Market-street, Longton, by a junction with the existing light railways at a point 20 yards or thereabouts south-west of the junction of Anchor-road with Market-street, passing thence into and terminating in Anchor-road by a junction with Railway No. 3 at its commencement, as above described.

Railway No. 4 (7 furlongs 8·70 chains in length), commencing in Old Hall-street, Hanley, at a point 5 yards or thereabouts north-east of the junction of that street with Albion-square, passing thence along Old Hall-street, Bucknall New-road, and Bucknall-road, and terminating therein on Bucknall Bridge, carrying the said road over the River Trent.

Railway No. 4A (1·60 chains in length), commencing in Tontine-street, Hanley, by a junction with the existing tramway at a point 7 yards or thereabouts north of the junction of Tontine-street and Albion-square, passing thence through Albion-square into and terminating in Old Hall-street by a junction with Railway No. 4 at its commencement, as above described.

Railway No. 4B (2·50 chains in length), commencing in Lichfield-street, Hanley, by a junction with the existing tramway at a point opposite the southern corner of Albion-street, passing thence through Albion-square into and terminating in Old Hall-street by a junction with Railway No. 4 at its commencement as above described.

Railway No. 5 (4 furlongs 2·80 chains in length), commencing in Hanley by a junction with the existing tramway at the junction of Tontine-street with Tontine-square, passing thence through Tontine-square, Market-square, High-street, and Hulton-street, and terminating in the last-mentioned street at a point 33 yards or thereabouts south-west of the junction of that street with Providence-street.

Railway No. 5A (1·60 chains in length), commencing in Tontine-square, Hanley, by a junction with the existing tramway at a point 10 yards or thereabouts east of Market-lane, passing into and terminating in Tontine-square by a junction with Railway No. 5 at a point 38 yards or there-

abouts from its commencement, as above described.

Railway No. 6 (5'60 chains in length), commencing in Market-square, Hanley, at a point 28 yards or thereabouts south-west of the junction of Market-square with High-street, passing thence along Market-square and Lamb-street, and terminating in the latter street at a point 15 yards or thereabouts east of the junction of that street with Stafford-street.

Railway No. 6A (2 chains in length), commencing in Market-square, Hanley, by a junction with Railway No. 5 at a point 10 yards or thereabouts south of the junction of Market-street with Market-square, and terminating in Market-square by a junction with Railway No. 6 at its commencement, as above described.

Railway No. 6B (2 chains in length), commencing in High-street, Hanley, by a junction with Railway No. 5 at a point 10 yards or thereabouts north of the junction of that street with Market-square, passing thence into and terminating in Market-square by a junction with Railway No. 6 at its commencement, as above described.

Railway No. 6C (1 chain in length), commencing in Lamb-street, Hanley, by a junction with Railway No. 6 at its termination, as above described, passing thence into and terminating in Stafford-street by a junction with the existing tramway at a point 10 yards or thereabouts south-east of the junction of Stafford-street with Lamb-street.

Railway No. 6D (1'20 chains in length), commencing in Lamb-street, Hanley, by a junction with Railway No. 6 at its termination as above described, passing thence into and terminating in Stafford-street by a junction with the existing tramway at a point 10 yards or thereabouts north-west of the junction of Stafford-street with Lamb-street.

Railway No. 7 (1 furlong 5'60 chains in length), commencing in London-road, at Trent Vale, Stoke-on-Trent, by a junction with the existing tramway at its termination, passing thence along London-road, and terminating therein at Hanford at a point 100 yards or thereabouts south of Hanford Bridge.

The proposed railways are intended to be constructed along the streets and 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 in perpetuity of breaking up the surface of and utilising such streets and roads, and constructing, maintaining, working, and using the railways and works connected therewith.

The railway will be constructed on a gauge of 4 feet.

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

The intended Order will extend the time limited by the Potteries Light Railways Order, 1897, for the completion of the railways numbered 6A and 6B thereby authorised.

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 "Staffordshire Sentinel" at

Hanley, 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 the undersigned, Sydney Morse, 37, Norfolk-street, Strand, London, W.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 and sent to the Secretary, Light Railway Commission, 54, Parliament-street, London, S.W., as soon after the 30th November instant as possible, and at the same time a copy of such objections must be sent to the Promoters or their said Solicitor.

Dated the 17th day of November, 1900.

For the Potteries Electric Traction Company, Limited (the Promoters of the Undertaking),

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor.

In Parliament.—Session 1901.

Heckmondwike Gas (Transfer).

(Formation of Joint Gas Board; Purchase by Compulsion or Agreement of Undertaking of Heckmondwike Gas Company, and Vesting of Undertaking in the Joint Board; Winding-up of Company; Maintenance, Improvement, and Extension of Gasworks; Supply of Gas; Meters and Fittings; Application of Revenue and Profits, and as to Deficiency; Rents and Charges; Borrowing of Money; Issue of Stock; Raising of Contributions by Constituent Authorities; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Councils of Heckmondwike and Liversedge for an Act for all or some of the following purposes and objects (that is to say):—

1. To constitute a Joint Gas Board (hereinafter called "the Board"), consisting of representatives from or appointed by the Urban District Councils of Heckmondwike and Liversedge (hereinafter called "the constituent authorities"), for the purpose of acquiring, maintaining, and managing the undertaking of the Heckmondwike Gas Company (hereinafter called "the Company"), and to incorporate the Board, and to confer on them all such powers as may be necessary or expedient for the purposes of the intended Act.

2. To define the constitution of the Board and to make provision for the election, appointment, retirement, rotation, and qualification of the members of the Board, for the meetings of the Board, for the appointment of Committees of the Board, and the appointment and dismissal of officers, servants, and workmen of the Board, and to empower the Local Government Board to increase or alter the number of representatives from each constituent authority.

3. To empower the Board to purchase by compulsion or agreement and the Company to sell and transfer to the Board the undertaking, rights, powers, and properties of the Company, to provide for the transfer to and vesting in the Board of the said undertaking, rights, powers, and properties, the application of the purchase money, the payment of the debts and fulfilment of the contracts of the Company, the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference

stock and shares of the Company, the employment of or compensation to officers and servants of the Company, and the winding-up and dissolution of the Company, and the distribution of the purchase and other moneys amongst the several persons entitled thereto, and to confirm and carry into effect any agreement between the Company and the Promoters of the Bill or either of them for or in relation to the matters aforesaid.

4. To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer to the Board of the Company's undertaking, rights, powers, and properties.

5. To authorise the Board to carry on the undertaking acquired by them, and to construct, erect, lay down, provide, maintain, and from time to time enlarge, improve, alter, renew, or discontinue gasworks upon the lands which the Company are authorised to use for that purpose, and upon such lands to manufacture and store gas and materials employed in or about the manufacture of gas, and to convert and manufacture and store all or any products resulting or arising from the manufacture of gas, and to authorise the Board to supply gas within the Company's limits of supply, or any part or parts thereof.

6. To empower the Board to supply gas for lighting, heating, motive, warming, and other purposes.

7. To empower the Board to purchase, provide, sell, and let on hire, or otherwise deal in and fix meters, pipes, fittings, engines, and other apparatus incidental to the supply or consumption of gas (including apparatus for the automatic supply of gas), to exclude the same from liability to distress, and to make provision in regard to the construction, laying down, inspection, and testing of pipes, meters, and fittings.

8. To authorise the Board and any district council, parish council, company, or person to enter into and carry into effect contracts for the supply of gas within or beyond the limits of supply, and to confer upon the Board and such councils, company, or person the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

9. To authorise the Board, for any of the purposes of their gas undertaking, to purchase or take on lease, and hold land, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses, or buildings for the time being belonging to them, and not required for the undertaking.

10. To confer upon the Board all other necessary powers and authorities for the manufacture, production, storage, and supply of gas of any description for all domestic, trading, public, and other purposes.

11. To make provision in regard to the price, pressure, quality, and testing of gas.

12. To authorise the Board to maintain and use and from time to time to alter, and renew existing, and to construct, maintain, and use new or additional mains, pipes, culverts, drains, and other works as may in the opinion of the Board be necessary, and for the said purposes and for the general purposes of the intended Act, to cross, open, break up, divert, stop up, or otherwise interfere with railways, tramways, streets (whether dedicated to the public use or not), roads, highways, footways, lands, sewers, drains, pipes, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals,

bridges, navigations, streams, watercourses, and passages, or other places.

13. To authorise the Board to enter upon lands and premises in certain cases, to remove or inspect any pipes and works belonging to the Board, and for other purposes.

14. To make provision in regard to matters incidental to the objects of the intended Act, including the following:—The exemption of the Board from liability to supply gas to persons in debt to them in respect of other property, and from liability to penalties in cases of unavoidable accidents; the payment of interest on deposits; the making of bye-laws; audit of accounts; the giving, service, and authentication of notices and other documents; the exemption of justices and others from disqualification by reason of contracts for supply of gas; and the imposition, recovery, and application of penalties.

15. To empower the Board to levy and recover rates, rents, and charges for the supply of gas, and for the sale and hire of meters, stoves, and fittings, and to increase, alter, or reduce the rates, rents, and charges authorised by the Company's Acts of 1862 and 1875.

16. To confer upon the Board all or some of the powers contained in the Acts relating to the Company's undertaking, and to exempt the Board from the enactments limiting the profits of the undertaking.

17. To provide for the application of the revenue and profits arising from the gas undertaking of the Board, and for meeting any deficiency in the revenue of that undertaking, for the apportionment and payment of the deficiency (if any) between the constituent authorities, to provide for the recovery thereof, to empower the Board to impose, levy, and collect rates within the districts of the constituent authorities, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

18. To authorise the Board to borrow money for the purposes of the intended Act upon the security of their gas undertaking or the revenue thereof, and upon all moneys receivable by them from the constituent authorities, and all rates and moneys which they may be authorised to levy within the districts of the constituent authorities, and other rates or property of the constituent authorities; and to empower the Board to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof.

19. To provide for the payment of the costs, charges, and expenses of and incidental to the promotion of the Bill, and to empower the constituent authorities to contribute their share of such costs, charges, and expenses, and any sums which they may be required to contribute to the Board out of their respective general district rates and other rates, and to empower them respectively to borrow money on the security of such rates.

20. To provide for the settlement by the Local Government Board, or by arbitration, of any question which may arise between the Board and the constituent authorities, or between the constituent authorities.

21. To vary, repeal, or extinguish all existing rights, powers, and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights, powers, and privileges.

22. To incorporate and apply with or without

modification, or render inapplicable, all or some of the provisions of the following Public Acts:—The Public Health Acts; the Lands Clauses Acts; the Commissioners Clauses Act, 1847; the Gasworks Clauses Acts, 1847 and 1871; the Local Loans Act, 1875; the Arbitration Act, 1889, and all Acts amending those Acts respectively.

23. To repeal or amend all or some of the provisions of the Heckmondwike Gas Act, 1862, and the Heckmondwike Gas Act, 1875, and any other Acts relating to the undertaking of the Company, and to re-enact the provisions of those Acts, or some of them, with or without amendments in the intended Act.

Printed copies of the intended Act or 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 14th day of November, 1900.

THOMAS MITCHESON, Heckmondwike;

AULAY MACAULAY, Heckmondwike;
Solicitors for the Bill.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

Ilkeston and Heanor Water Board.

(Formation of Joint Water Board; Purchase and Acquisition of the Undertaking of Meerbrook Sough Company; Winding up of Company; Exercise of Powers of Meerbrook Sough Act, 1841; Construction of Water Works; Taking of Lands and Waters; Provisions for securing Supply and Purity of Water; Stopping up Footpaths; Supply of water in Ilkeston and Heanor and elsewhere; Rates, Rents and Charges; Borrowing of Money; Issue of Stock; Exercise of Powers by Constituent Authorities; Repeal Amendment, and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Mayor Aldermen and Burgesses of the Borough of Ilkeston (hereinafter called the Corporation) and the Heanor Urban District Council (hereinafter called the District Council) or by one of them for an Act for all or some of the following purposes and objects (that is to say):—

1. To constitute a Joint Water Board (hereinafter called the Board) consisting of representatives from or appointed by the Corporation and the District Council (who are hereinafter jointly referred to as the constituent authorities) for the purpose of constructing waterworks and of supplying water to the constituent authorities and others and to incorporate the Board and to confer upon them all such powers and privileges as may be necessary or expedient.

2. To define the constitution of the Board and to make provision for the election, appointment, retirement, rotation, and qualification of the members of the Board, for the meetings of the Board, for the appointment of committees, and the appointment and dismissal of officers, servants, and workmen of the Board.

3. To empower the Board to purchase by compulsion or agreement, and the Meerbrook Sough Company (hereinafter called the Company) to sell and transfer to the Board the undertaking, rights, powers and properties of the Company, to provide for the transfer to and vesting in the Board of the said undertaking, rights, powers, and properties, the application of the purchase money, the payment of the debts and fulfilment

of the contracts of the Company, the redemption, cancellation or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Company, and the winding up and dissolution of the Company, and the distribution of the purchase and other moneys amongst the several persons entitled thereto, and to confirm and carry into effect any agreement between the Company and the Promoters of the Bill or either of them for or in relation to the matters aforesaid.

4. To provide for the settlement by arbitration (in default of agreement) of the amount of compensation for and terms and conditions of the transfer to the Board of the Company's undertaking, rights, powers and properties.

5. To authorise the Board to carry on the undertaking acquired by them and for that purpose to exercise all or any of the powers, rights and privileges conferred upon the Company by the Meerbrook Sough Act 1841 subject to any of the duties and obligations imposed upon the Company by that Act and to exempt the Board from any such duties and obligations.

6. To empower the Board to make and maintain the waterworks and other works hereinafter described in the county of Derby namely:—

- (a) An intercepting well or tank to be situate in the township of Wirksworth adjacent to and communicating with the Meerbrook Sough in a plantation numbered 46 on the 1/2500 ordnance map of the said township on the northern side of the main road from Derby to Matlock.
- (b) An aqueduct conduit or line of pipes (to be called line of Pipes No. 1) to be situate in the township of Wirksworth commencing at the said intercepting well and terminating in the receiving tank next hereinafter mentioned.
- (c) A receiving tank and pumping station (to be called the Meerbrook Slough Pumping Station) to be situate in the township of Wirksworth in a field numbered 32 on the 1/2500 ordnance map of the said township about 3½ chains north-west of the cattle arch under the Midland Railway situate at the south-easterly corner of the said field.
- (d) An aqueduct conduit or line of pipes (to be called Line of Pipes No. 2) to be situate in the townships of Wirksworth Dethick Lea and Holloway and Crich commencing in the township of Wirksworth at the Meerbrook Sough Pumping Station and terminating in the parish of Crich in the intended Chadwick Nick Reservoir hereinafter described.
- (e) A covered service reservoir (to be called the Chadwick Nick Reservoir) to be situate in the township of Crich in a field numbered 1060 on the 1/2500 ordnance map of the said township.
- (f) An aqueduct conduit or line of pipes (to be called Line of Pipes No. 3) to be situate in the townships of Crich, Heage, Pentrich, Ripley, Codnor-cum-Loscoe, Heanor and Shipley commencing in the township of Crich at the Chadwick Nick Reservoir and terminating in the township of Shipley in the intended Ilkeston Reservoir, hereinafter described.
- (g) A covered service reservoir (to be called the Ilkeston Reservoir) to be situate in the township of Shipley in a field numbered 267 on the 1/2500 ordnance map of the said township at the easterly end of the said field.
- (h) A covered service reservoir (to be called the Codnor Reservoir) to be situate in the parish of Codnor Park in a field numbered

141 on the 1/2500 ordnance map of the said parish in the north-easterly corner of the said field.

(i) An aqueduct, conduit or line of pipes (to be called Line of Pipes No. 4) to be situate in the townships or parishes of Codnor-cum-Loscoe and Codnor Park commencing in the township of Codnor-cum-Loscoe by a junction with Line of Pipes No. 3 at a point about 8 chains east of the boundary between the township of Ripley and Codnor-cum-Loscoe where it crosses the public highway between Ripley and Codnor, and terminating in the intended Codnor Reservoir.

7. To authorise the Board to deviate in the construction of all the works proposed to be authorised by the intended Act, both vertically and horizontally, to the extent shown on the deposited plans and sections, or to be defined in the intended Act.

8. To empower the Board to acquire by compulsion, for the purposes of the intended Act, lands and hereditaments and easements and rights in or over any lands and hereditaments in the townships or parishes of Dethick, Lea and Holloway, Wirksworth, Alderwasley, Crich, Heage, Pentrich, Ripley, Codnor-cum-Loscoe, Codnor Park, Hleanor, Shipley, and Ilkeston, in the county of Derby.

9. To exempt the Board from the operation of Section 92 of the Lands Clauses Consolidation Act, 1845, and the provisions of that Act relating to superfluous lands, and to make other amendments in the Lands Clauses Acts in their application to the intended Act.

10. To empower the Board to purchase by agreement lands, buildings and hereditaments and easements, and rights in, under and over lands, and to confer full powers upon the Board with reference to the retention, holding, user, sale, leasing, exchange and disposal of lands.

11. To authorise the Board on any lands belonging to them or over which they may acquire easements, to make, maintain, alter, renew, and repair wells, adits, tunnels, drifts, shafts, reservoirs, roads, ways, tanks, basins, gauges, meters, filters, filter beds, softening tanks, dams, sluices hatch boxes, chambers, outfalls, discharge pipes aqueducts, culverts, cuts, channels, conduits, mains, pipes, hydrants, stand pipes, junctions, valves, telegraphs, telephones, engines, pumps, machinery, apparatus, appliances, buildings, houses, chimney shafts, ventilating shafts, air valves, water towers, washouts, works and conveniences, and to confer upon the Board full power and right at all times of approach and access to the works aforesaid, or any of them, or for obtaining, softening, and distributing water for the purpose of their water undertaking.

12. To authorise the Board to take, intercept, collect, impound, use, divert, and appropriate for the purposes of the intended waterworks and of the water undertaking of the Board and the purposes of the intended Act any water to be met with within the limits of deviation defined upon the plans hereinafter mentioned or which can or may be intercepted or abstracted by means of the waterworks hereinbefore described or any of them or by means of the Meerbrook Sough as it now exists or as it may at any time hereafter exist and the waters of the Sough Level or Watergate of the Company which now flow into the river Derwent and also the waters of the said last mentioned river which waters now directly flow or proceed into the Derwent Navigation, the Derby Canal, the Trent and Mersey Canal, the Trent Navigation, the Erewash Canal, the Soar Navigation, the Loughborough Navigation, the

Beeston Cut, the Nottingham Canal, the Grantham Canal, the Newark Navigation, the Foss Dyke Navigation, the river Trent, the Chesterfield Canal, the Idle Navigation, the Stainforth and Keadby Canal, the Trent and Axholm Navigation, the Ancholme Navigation, and the river Humber, or some or one of them; and also to take and use for the purposes of the said waterworks undertaking all such springs and streams of water as may be found in, upon, or under any of the lands acquired by, or for the time being belonging to the Board, or over or in respect of which they may have, or acquire water or other easements.

13. To confer upon the Board all needful powers for securing the passage of the waters which flow, or may flow into the Meerbrook Sough, or otherwise supply the waterworks of the Board, and to secure the purity of all such waters, and for that purpose to impose obligations and restrictions upon the owners of the mines and lands from, or through which any such waters flow, and to enable the Board to inspect such mines and lands, and to execute such works as may be necessary, and to recover the expenses from any persons in default; to confer upon the Board for the purposes aforesaid the right to exercise all or any of the powers of a local authority under the Public Health Acts, and the Rivers Pollution Prevention Act 1876 and to empower the Board to make and enforce bye-laws with reference to the matters aforesaid.

14. To authorise the Board to discharge water from their aqueducts, conduits and other waterworks into any available stream or watercourse.

15. To authorise the Board to lay down, maintain, alter, and renew mains, pipes, culverts, discharge pipes, telephone or telegraph conductors, wires and posts and other works, in, through, along, under, across, and over highways (whether dedicated to the public or not) streets, roads, streams, paths, and railways, and for those purposes to extend to such works all, or any of the provisions of the waterworks Clauses Acts 1847 and 1863, and to empower the Board to break up, cross, alter, divert, stop up (either temporarily or permanently), and interfere with any roads, streets, highways, footways, bridges, canals, towing paths, railways, tramways, sewers, drains, rivers, streams, brooks, watercourses, culverts, pipes, and telegraph posts, wires, and pipes, and to appropriate the soil and surface of any highways, roads or footpaths stopped up or disused.

16. To empower the Board and any local authority, company or person within or beyond the limits of the intended Act to enter into and fulfil contracts and agreements in relation to the supply of water by the Board in bulk or otherwise.

17. To make provision with regard to the supply of water by the Board and by both or either of the constituent authorities and amongst other things with reference to the following matters:—The prevention of waste, undue consumption and contamination of water; the entry of premises supplied with water; the execution of works in connection with the supply of water; the pressure at which water is to be supplied and the exemption of necessity to supply in certain cases; separate communication pipe for each house supplied; the payment of water rates and charges by owners of small houses; trade supply; supply of houses partly used for trade and large public institutions; power to provide and let on hire meters and fittings; connections with, disconnections from, and injury to meters, service pipes, mis-user of water; bye-laws and regulations;

and the imposition and recovery of penalties forfeitures and damages.

18. To authorise the Board and both or either of the constituent authorities to levy or impose rates, rents and charges for the supply of water and for the hire or use of meters, fittings, apparatus and things, to alter existing rates, rents, and charges, and to confer, vary or extinguish exemptions from the payment of rates, rents and charges.

19. To confer upon the Board and to reserve to the constituent authorities with reference to their respective water undertakings all or some of the rights, powers and privileges of a local authority under the Public Health Acts.

20. To vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with or delay the accomplishment of any of the objects of the intended Act and to confer other rights and privileges.

21. To provide for the application of the revenue arising from the undertaking of the Board, and for meeting any deficiency in the revenue of that undertaking, for the apportionment and payment of the deficiency between the constituent authorities, to provide for the recovery thereof, to empower the Board to impose, levy, and collect rates within the districts of the constituent authorities, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

22. To authorise the Board and each of the constituent authorities to borrow money for the purposes of the intended Act and of their respective water undertakings upon the security of their undertakings or the revenue thereof, and upon all rates, moneys, revenues, and properties of the Board and of the constituent authorities; and to empower the Board and the constituent authorities to grant and issue mortgages, stock, debentures and debenture stock in respect thereof.

23. To provide for the payment of the costs, charges, and expenses of and incidental to the promotion of the Bill, and to empower the constituent authorities to contribute their share of such costs, charges, and expenses, and any sums which they may be required to contribute to the Board out of their respective general district rates and other rates, and to empower them respectively to borrow money on the security of such rates.

24. To provide for the settlement of any question which may arise between the Board and the constituent authorities, or between the constituent authorities.

25. To alter, amend, extend, enlarge, or repeal or re-enact with or without amendment all or some of the provisions of the Meerbrook Sough Act, 1841, the Ilkeston Corporation Act 1898, and any other Acts or Orders relating to the Company or to either of the constituent authorities.

26. To incorporate with amendments all or some of the provisions of the Lands Clauses Acts, the Commissioners Clauses Act 1847, the Arbitration Act 1889, the Public Health Acts, the Local Loans Act 1875, the Waterworks Clauses Acts 1845 and 1863, the Railways Clauses Consolidation Act 1845, the Telegraph Acts 1863 to 1899, and any Act or Acts varying or amending those Acts.

Plans and sections of the intended works and plans of the lands intended to be taken for the purposes of the Act together with books of reference to the plans and copies of this notice as published in the "London Gazette" will on or before the 30th day of November instant be deposited with the Clerk to the district council

the Peace for the County of Derby at his office in Derby and on or before the same day copies of so much of the said plans, sections and book of reference as relates to the Borough of Ilkeston will be deposited with the Town Clerk thereof at his office in the borough, and a copy of so much thereof as relates to each of the urban districts of Wirksworth, Heage, Ripley and Heanor will be deposited with the Clerk to the district Council at his office in the district and a copy of so much thereof as relates to each of the parishes of Alderwasley, Crich, Dethick, Lea and Holloway, Pentrich, Condor Park and Shipley will be deposited with the clerk to the parish council at his office or if he has no office at his residence, or if there is no parish clerk, the deposit will be made with the chairman of the parish council at his residence, and a copy of this notice as published in the "London Gazette" will be deposited at the time and with the persons aforesaid.

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 14th day of November, 1900.

WRIGHT LISSETT, Town Clerk, Ilkeston.

FREDERICK CATTLE, Clerk to the Heanor Urban District Council.

SHARPE, PARKER, PRITCHARD, BARHAM, AND LAWFORD, 9, Bridge Street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Shildon Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, Electrical Engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the urban district of Shildon and East Thickey, in the county of Durham; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the city of Lincoln, electrical engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-upon-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, and 1899, for all or some of the following purposes, that is to say:—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power

and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof, that is to say:—

The urban district of Shildon and East Thickenly, in the county of Durham.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Soho-street, Redworth-road, New Shildon-road, Auckland-terrace, Main-street, Church-street, Albert-street, Adelaide-street, and that part of Alma-road from Adelaide-street to Soho-street.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets:—Bolckow-street, Vaughan-street, Black-road, Princes-street, Co-operative-street, Hey-street, Maughan-street, Cottagerow, East View-terrace, Quarry-street, Hardy's-row, Wesley-crescent, Quarry-top, Foundry-street, North-terrace, Jacobs-row, Simpson's-buildings, Back York-street, East-parade, Pit-row, Garbutts-buildings, Temperance-avenue, Dent-street, and Brown-street, Lambton-street, Smeddle-street, Alma-road, Plevna, Short Soho, Victoria-street, Station-terrace, West-street, South-street, North-street, Scott-street, Tomlin-street, Beresford-street, Charles-street, Bouch-street, Adamson-street, All Saints-terrace, Walter-street, Kilburn-street, Henderson-street, Thomas-street.

Railways:—North Eastern Railway (Black Boy Branch Railway, Church-street), Surtees Railway (Main-street), Surtees Railway (foot of St. Johns-road), New Shildon Railway (New Shildon-road, from North

Eastern Railway Wagon Works), West Durham Wallsend Coal Company's Railway (Coppo Crooks-road).

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges, and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Durham; at his office at Durham, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the office of Mr. C. Heslop, surveyor, Shildon (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Shibley Gas, Tramways, and Improvement.

(Purchase of the Undertaking of the Shibley Gaslight Company, Provisions as to Supply, Maintenance and Improvement of Works; Further Provisions as to Water Supply; Power to Construct New Tramways and Reconstruct Existing Tramways, Motive Power, Interlacing Lines, Power to Work Tramways, Agreements with Local Authorities; Land for Generating Station; Street Works and Widening, Power to take Lands by Compulsion and Agreement, Exemption from Section 92 of Lands Clauses Act, 1845; Transfer of Salt Schools, Institute, and Technical School to the Council and Provisions in Reference thereto; Further Provisions as to Electric Lighting; Power to Establish Cold Air Stores; Provisions with Regard to Streets, Buildings and Sewers, Private Street Improvements, Sky Signs and Hoardings; Sanitary Provisions; Provisions as to Infectious Disease; Provisions as to Milk Supply, Recreation Grounds, Common Lodging Houses, Hackney Carriages; Power to License Porters and Others; Police Clauses; Fire Brigade; Power to Borrow; Increase of Limit of Technical Instruction and Library Rates; General Provisions; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that the Urban District Council of Shibley, in the West Riding of the county of York (herein referred to as "the Council,") intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, amongst other purposes (that is to say):—

1. To confirm an agreement entered into between the Shibley Gaslight Company and the Council, dated the 22nd day of August, 1900, and to empower the Council to purchase the undertaking, mains, works, rights, powers and property of the Shibley Gaslight Company (herein called "the Company,") and to provide for the transfer to and vesting in the Council of such undertaking, mains, works, rights, powers and property, the application of the purchase money, the payment of the debts and the fulfilment of the contracts and the winding-up of the Company, and to provide for the taking over of the mortgage debt of the Company by the Council, and to carry into effect the said agreement between the Company and the Council or otherwise in relation to the matters aforesaid.

2. To authorise the Council to carry on the undertaking acquired by them and to construct, erect, lay down, provide, maintain and from time to time enlarge, improve, alter, renew or discontinue gasworks upon the lands on which the Company is now authorised to manufacture gas, and upon such lands, to manufacture and store gas and materials employed in or about the manufacture of gas and to convert and manufacture and store all or any products resulting or arising from the manufacture of gas, and to authorise the Council to supply gas within the limits of supply of the Company as defined by the Company's Acts of 1853 and 1870, or any part or parts thereof.

3. To amend or repeal some or all of the provisions of the Shibley Gaslight Act, 1853, and any other Acts relating to the undertaking of the Company, and to re-enact certain provisions of those Acts with amendments in the Bill.

4. To empower the Council to supply gas for

lighting, heating, motive, warming and other purposes.

5. To empower the Council to manufacture, purchase, provide, sell and let on hire, or otherwise deal in and fix meters, pipes, fittings, engines, dynamos and other apparatus incidental to the supply or consumption of gas, to exclude the same from liability to distress and to make provision in regard to the construction, laying down, inspection and testing of pipes, meters and fittings.

6. To authorise the Council and any municipal corporation, district council, parish council, company, or person to enter into and carry into effect contracts for the supply of gas within or beyond the limits of supply, and to confer upon the Council and such corporations, councils, company, or person the necessary powers enabling them to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys, and to give an option of purchase of that part of the undertaking which is outside the district to such corporation, council, company, or person.

7. To authorise the Council for any of the purposes of their gas undertaking to purchase or take on lease, and hold land, houses and buildings, and to sell, lease or otherwise dispose of any lands, houses or buildings for the time being belonging to them, and not required for the undertaking.

8. To confer upon the Council all other necessary powers and authorities for the manufacture, production, storage and supply of gas of any description for domestic, trading, public and other purposes.

9. To make provision in regard to the price, pressure, quality and testing of gas, and to allow rebates on charges, and to provide for repayment in certain cases.

10. To make provision in regard to the matters incidental to the objects of the Bill, including the following:—The exemption of the Council from liability to supply gas to persons in debt to them in respect of other property and from liability to penalties in cases of unavoidable accidents; the payment of interest on deposits; the making of bye-laws; audit of accounts; the giving, service, and authentication of notices and other documents; the exemption of justices and others from disqualification by reason of contracts for supply of gas; and the imposition, recovery and application of penalties; the laying of pipes in streets not dedicated to the public use.

11. To make further provision with regard to the water undertaking of the Council, and to empower them to make bye-laws for securing purity of water, by preventing the pollution of the water in the Council's waterworks, or in the catchment area thereof, and the cleansing of cisterns, and for preventing waste of water and for prescribing the materials, method of construction or repair of fixed baths, sinks, drains, closets, privies, and ash-pits, and for compelling the ventilation thereof, and to impose a penalty for injuring meters and fittings belonging to the Council.

12. To require that all dwelling-houses be provided with a proper and sufficient supply of water, and to enact that any cistern used for domestic supply shall, if liable to contamination, be deemed to be a nuisance within the meaning of the Public Health Acts.

13. To authorise the Council to erect and maintain public drinking fountains, and to alter or require to be altered joint communication

pipes used for water supply and to enable the Council to supply fittings.

14. To enable the Council to make, lay down, form and maintain, wholly in the urban district of Shipley (herein described as "the district"), all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels (including in that word where used in this Notice, channels, posts, poles, brackets and attachments, passages and tubes for ropes, cables, wires and electric lines), junctions, turntables, turnouts, crossings, passing places, works, machinery, waiting rooms, sheds, shelters and conveniences connected therewith respectively.

15. The following are the tramways:—

Tramway No. 1, 1 mile 3 furlongs 2·80 chains in length (whereof the whole will be double), commencing in the Bradford and Keighley Road at the boundary of the district and the city of Bradford, and terminating near the junction of the said road with Saltaire-road.

Tramway No. 2, 5 furlongs 3·50 chains in length (whereof 3 furlongs 3·50 chains will be double and 2 furlongs will be single line), commencing at the junction of Saltaire-road with the Bradford and Keighley-road, and proceeding along the latter road to the boundary of the Shipley and Bingley Urban Districts.

Tramway No. 3, 1 furlong 9·50 chains in length (whereof the whole will be double), commencing in the Bradford and Keighley Road by a junction with Tramway No. 1, at the south end of Victoria-road, thence proceeding in a northerly direction, and terminating at the Midland Railway Bridge, Saltaire.

Tramway No. 4, 6 furlongs 2·20 chains in length (whereof the whole will be double), commencing by a junction with Tramway No. 1, near to Saltaire-road, and proceeding thence in an easterly or north-easterly direction, and terminating at the junction of Commercial-street and Otley-road.

Tramway No. 5, 1 mile 1 furlong and 8·20 chains in length (whereof 5 furlongs and 5·30 chains will be double and 4 furlongs 2·90 chains will be single line), commencing by a junction with Tramway No. 4 in Commercial-street, and passing along Briggate, Bridge-street and Leeds Road, and terminating in the Leeds Road at the boundary between the district and the city of Bradford.

Tramway No. 6, 4 furlongs 4 chains in length (whereof 3 furlongs 1·90 chains will be double and 1 furlong 2·10 chains will be single line), commencing by a junction with Tramway No. 1 at the southerly end of Otley-road, and passing along Otley-road to Commercial-street, and terminating there by a junction with Tramways Nos. 4 and 5.

Tramway No. 7, 1 furlong 7·30 chains in length (whereof 1 furlong 6·75 chains will be double and 55 chains will be single line), commencing by a junction with Tramway No. 6 at Commercial-street, and terminating at Baildon Bridge, at the boundary of the district.

Tramway No. 8, 4 furlongs 7·30 chains in length (whereof 2 furlongs 2·20 chains will be double and 2 furlongs 5·10 chains will be single line), commencing by a junction with Tramway No. 6 near the

point where Valley-road connects with Otley-road, thence over the Midland Railway Bridge, along Valley-road to the boundary of the district.

16. The several tramways will consist of rails laid to a gauge of 4 feet, and it is not intended to run thereon carriages or trucks adapted for use on railways, but such carriages may be of a breadth not exceeding 6 feet 6 inches.

17. It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway in the case of the following tramways, and at the points hereinafter mentioned with respect to each of them, namely:—

Tramway No. 1—In Bradford and Keighley-road.

(A) On the western side, from the district boundary at Frizinghall to a point 80 feet northwards; on eastern side, from the same boundary to a point 170 feet north of Beamsley-road; and on both sides, from the last-mentioned point to Cliff Vale-road.

(B) On the eastern side, from a point to the south of Norwood House to a point at a distance of about 80 feet in a northerly direction.

(C) On the western side, for a distance of 70 feet in front of a house called Clyffe Cottage.

(D) On both sides, for a distance of 1,560 feet, extending from a point near the junction of the Otley-road with the Bradford and Keighley-road to the dwelling-house No 29 in Bradford-road.

(E) On both sides, at the junction of Park-road with Bradford and Keighley-road, and extending for a distance of 1,130 feet to the junction of Queen's-road with Bradford and Keighley-road.

Tramway No. 2—In Bradford and Keighley-road.

(A) On both sides, for a distance of 450 feet, extending from a point 110 feet west of Hirst-lane to the western side of Dallam-road.

(B) On both sides, from a point 50 feet west of Sleningford-road, in a westerly direction for a distance of 4 chains.

(C) On both sides, from a point 720 feet west of Sleningford-road, in a westerly direction for a distance of 9 chains.

(D) On both sides, from a point 450 feet west of the gates of the District Council Cemetery, in a westerly direction for a distance of 4 chains.

Tramway No. 3—In Victoria-road.

On both sides, from the point where Victoria-road joins the Bradford and Keighley-road to the Midland Railway Bridge.

Tramway No. 4—In Saltaire-road.

On both sides, from the point where Saltaire-road joins Albert-road to Otley-road.

Tramway No. 5—In Briggate and Leeds-road.

(A) On both sides, for a distance of 2,275 feet extending from Otley-road, along Briggate and Bridge-street, to the entrance to the goods yard of the Great Northern Railway Company, and from the last-mentioned point for a distance of 120 feet on the southerly side of Leeds-road to the dwelling-house No. 106, Leeds-road.

(B) On both sides, from the junction of Wrose Brow-road with the Leeds-road for a distance of 4 chains to the junction of Wilcock-street with Leeds-road.

- (c) On both sides, from a point 70 feet north-east of Wood-top, in a north-easterly direction for a distance of 4 chains.
- (d) On both sides, from a point 50 feet south-west of Busy-lane, in a north-easterly direction for a distance of 4 chains.
- (e). On both sides, from a point distant 7 chains from the district boundary to that boundary.

Tramway No. 6—In Otley-road.

- (A) On both sides, from the junction of Otley-road with the Bradford and Keighley-road in a northerly direction for a distance of 100 feet.
- (B) On both sides, from the junction of Manor-lane with Otley-road in a northerly direction for a distance of 4 chains.
- (c) On both sides, for a distance of 1,320 feet from the point where Valley-road joins Otley-road to the top of Station-road.

Tramway No. 7—In Otley-road.

On both sides, from the commencement of the tramway at Commercial-street to Baildon Bridge.

Tramway No. 8.—In Valley-road.

- (A) On both sides, from the Midland Railway Bridge for a distance of 5 chains in the direction of Bradford.
- (B) On both sides, from a point 220 feet south of the Bradford Hotel for a distance of 4.45 chains to the junction of Darton-street with Valley-road.
- (c) On both sides, from the junction of Fenton-street with Valley-road to the termination of the tramway at the point where the district joins the city of Bradford.

18. To provide for the adaption for mechanical traction of the existing tramways of the Council, and to apply the provisions of the Bill to such tramways, and to provide that the Council shall have running powers over that portion of the said existing tramways to be worked by the Bradford Corporation under Section 22 of the Bradford Tramways and Improvement Act, 1897.

19. To authorise the Council to increase the width of the roadway in any street by reducing the footway thereof.

20. The motive power to be used on the proposed tramways is animal and mechanical (including electrical) power, and it is intended to apply for power to use the said motive power on all tramways for the time being owned, leased, worked, run over or used by the Council, all of which are hereinafter included in the expression "the Council tramways."

21. To empower the Council to make from time to time such crossings, passing places, sidings, loops, junctions and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the proposed or Council tramways, or any of them, or for affording access to any stables, carriage, engine, boiler and dynamo houses, stations, buildings, sheds and works of the Council, or for effecting junctions with the system of any corporation, council, company, or person with their consent.

22. To empower the Council from time to time, when by reason of the execution of any work in, or the alteration of any street, road, highway, or thoroughfare in which any tramway, channel or electric line shall be laid or placed, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, channel or electric line, and to make and lay down in the street so altered, or

temporarily in the same or any adjacent street, road, highway or thoroughfare, a substituted tramway or substituted tramways or channels or electric lines.

23. To empower the Council to make such alterations of the Council tramways, or any part or parts thereof, and to execute on, in, under or over any streets and roads in which the same are laid, all such works as may be necessary or expedient for adapting the same to be worked by mechanical power and to lay down, construct and maintain on, in, under or over such streets and roads, and to attach to any building all such posts, brackets, conductors, wires, mains, tubes, plates, cables, ropes and appliances as may be necessary or convenient for working the proposed and the Council tramways by mechanical power, or for connecting any of those tramways, or for providing access to or forming connections with any generating stations, engines, machinery or apparatus, or with any tramways which could be worked in connection with those tramways, or any of them.

24. To empower the Council to reconstruct any of the Council tramways, substituting single or interlacing for double lines, and double or interlacing for single lines and to make additional crossings or passing places.

25. To authorise the Council or their lessees, or other the person or persons working the said tramways, to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same and for the conveyance of passengers, goods, minerals, animals, merchandise and other traffic upon the same, and to confer exemptions from tolls, rates and charges.

26. To authorise the Council and any corporation, council, person, company or body, to enter into and fulfil contracts and agreements for and in relation to the construction, maintenance, use, working, lease, sale and purchase of the whole or any part of any tramways for the time being belonging to or authorised to be constructed by them respectively, the exercise of running powers thereover, the interchange of traffic thereon, the supply of motive power, rolling stock and plant, and the division of profits and the maintenance and repair of streets and roads in which any such tramways are or will be laid, in consideration of such gross sum or sums, rent or rents or other payments, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define, or as Parliament may prescribe, and the Bill will or may confirm with or without alteration any agreements which may have been or which during the progress of the Bill may be entered into for or in relation to the matters aforesaid or any of them; and to empower any such authority as aforesaid to apply to any of the purposes aforesaid any of their funds, or local rates, or other moneys under their control, and to borrow moneys and, so far as may be necessary for the purpose, to exercise the powers of the Bill or some of them, on behalf of or instead of the Council.

27. To empower the Council to place or run carriages and trucks on, and to work and to demand and take tolls and charges in respect of, the proposed and the Council tramways; and to provide such depôts, generating and transforming stations, stables, car sheds, engine houses and other buildings, carriages, trucks, motor cars, accumulators, transformers, dynamos, harness, engines, machinery, apparatus, horses,

steam, cable, electric and other plant, appliances and conveniences, as may be requisite or expedient for the convenient working or user of the said tramways by any motive power before mentioned, and to sell, exchange or dispose of such of the before-mentioned articles and things as from time to time, may no longer be required.

28. To empower the Council to construct and maintain on the following land, a station or stations for generating electric energy (to be used for all purposes for which the same is or may become applicable, whether within or without the district), with all buildings, engines, dynamos, machinery and appliances necessary or expedient for the purpose, and by means thereof, to produce and supply such energy accordingly in the district, and also in any adjacent district, and the Bill will or may provide that electric energy for traction on all the Council tramways shall be supplied exclusively by the Council. The land in this paragraph referred to is :—

A plot of land, the property of the Council, lying between the River Aire and the Leeds and Liverpool Canal at Dockfield, in Windhill, and now occupied in part by destructor works.

29. To empower the Council or Board of Trade to make regulations and bye-laws for all or any of the purposes mentioned in Section 46 of the Tramways Act, 1870, and to extend all or any of such regulations or bye-laws to the proposed and Council tramways, and to impose a penalty for malicious damage to the said tramways.

30. To empower the Council wholly in the district to construct and maintain the following or some of the following works (that is to say) :—

Work No. 1.—The widening and improvement of Bradford and Keighley-road, on the northerly side thereof, commencing at its junction with Saltaire-road, and thence extending for a distance of 260 yards or thereabouts measured in an easterly direction from Saltaire-road, and terminating at its junction with Victoria-road.

Work No. 2.—The widening and improvement of Bradford and Keighley-road, on the southerly side thereof, commencing at its junction with Moorhead-lane, and thence extending for a distance of 125 yards or thereabouts in an easterly direction, and terminating at the Windhill Co-operative Stores.

Work No. 3.—The widening and improvement of the Bradford and Keighley-road, on the north-eastern side thereof, commencing at its junction with Victoria-road, and thence extending for a distance of 149 yards or thereabouts measured in a south-easterly direction from Victoria-road to Park-street.

Work No. 4.—The widening and improvement of the Bradford and Keighley-road, on the north-easterly side thereof, commencing at its junction with Kirkgate, and thence extending for a distance of 76 yards or thereabouts measured in a south-easterly direction.

Work No. 5.—The widening and improvement of Bradford and Keighley-road, on the south-westerly side thereof, commencing at the centre of Back Park-road, Victoria-park, and thence extending for a distance of 150 yards or thereabouts in a south-easterly direction to the western side of a public footpath leading to Moorhead.

Work No. 6.—The widening and improvement of the Bradford and Keighley-road, on the south-western side thereof, commencing at a point 26 yards from the southern corner of Scarborough-road, and thence extending for a distance of 302 yards or thereabouts measured in a south-easterly direction to an occupation road leading to Cliff Farm.

Work No. 7.—The widening and improvement of the Bradford and Keighley-road, on the south-western side thereof, commencing at a point 80 yards from the northern corner of the occupation road leading to Cliff Farm, and thence extending for a distance of 72 yards or thereabouts in a south-easterly direction to the northern end of the Branch Bowling Green.

Work No. 8.—The widening and improvement of the Bradford and Keighley-road, on the north-eastern side thereof, commencing at the centre of Beamsley-road, and thence extending for a distance of 138 yards or thereabouts in a south-easterly direction to the boundary of the city of Bradford.

Work No. 9.—The widening and improvement of the Bradford and Keighley-road, on the south-western side thereof, commencing at the centre of Cliff Vale-road, and thence extending for a distance of 352 yards or thereabouts in a south-easterly direction to the boundary of the city of Bradford.

Work No. 10.—The widening and improvement of Otley-road, on the western side thereof, commencing at the southern end of Old House at Home Inn, and thence extending for a distance of 159 yards or thereabouts in a southerly direction to the southern boundary of the Shipley Congregational Church.

Work No. 11.—The widening and improvement of Fountain-street and a back road leading from Fountain-street to Leeds-road, commencing at the eastern side of a back road leading from Leeds-road to Fountain-street in a south-easterly direction, and extending for a distance of 24 yards or thereabouts, and thence in an easterly direction extending 14 yards or thereabouts to the south-westerly boundary of lands belonging to the Council situate at the junction of Leeds-road, Carr-lane, and Fountain-street.

Work No. 12.—The widening and improvement of Hall-lane, Windhill, on the north-western side thereof, commencing at a point 86 yards in a north-easterly direction from the eastern side of the entrance to Herbert-place, thence extending for a distance of 85 yards in a north-easterly direction to the western side of Church-street.

Work No. 13.—The widening and improvement of Hall-lane, on the south-eastern side thereof, commencing at a point on the eastern side of Carr-lane, and thence extending for a distance of 246 yards or thereabouts in a north-easterly direction to the western side of Church-street.

Work No. 14.—The widening and improvement of Hall-lane, on the south-western side thereof, commencing at a point on the south-eastern side of Leeds-road, and thence extending for a distance of 27 yards in a south-easterly direction towards the

junction of Wrose Brow-road with Hall-lane.

Work No. 15.—The widening and improvement of Valley-road, on the eastern side thereof, commencing at the southern corner of Pricking Old Bridge, and thence extending for a distance of 387 yards or thereabouts to the northern side of Peel-street in a southerly and south-easterly direction.

Work No. 16.—The widening and improvement of Valley-road, on the western side thereof, commencing at a point 14 yards from the southern corner of Stirling-place, and thence extending for a distance of 63 yards or thereabouts in a southerly direction to the northern side of Argyle-street.

Work No. 17.—The widening and improvement of Valley-road, on the south-western side thereof, commencing at a point 41 yards measured in a southerly direction from the southern corner of the entrance gateway to Cragg View-cottage, thence extending for a distance of 24 yards or thereabouts in a south-easterly direction to the junction of an occupation road leading to Shipley Fields Mill.

Work No. 18.—Provision of tramway shed and conveniences on land adjoining Bradford and Keighley-road, near the boundary line between the urban districts of Shipley and Bingley.

Work No. 19.—Provision of tramway shed and conveniences on land adjoining the Leeds-road near the boundary line between the district and the city of Bradford.

31. To enable the Council, in constructing the said works, to deviate horizontally and vertically from the lines and levels thereof, as shown on the deposited plans hereinafter referred to, to any extent defined in the Bill or prescribed by Parliament.

32. To enable the Council, for the purposes of the Bill, to temporarily and permanently break up, stop up, divert, alter and interfere with streets, highways, tramways, sewers, areas, steps, cellars, windows, drains, pipes, gas and water mains and electric apparatus, and to alter the level of any streets for the purpose of effecting convenient junctions with any of the said works.

33. To enable the Council to purchase or otherwise acquire, compulsorily or by agreement, for all or any of the purposes of their existing Acts and of the Bill lands, including in that word, where used in this Notice, houses, buildings, easements, hereditaments and property.

34. To provide that in estimating the amount of compensation to be paid by the Council, regard shall be had to the benefits accruing to the vendor, and to provide for the correction of errors in the deposited plans, and to enable persons under disability to grant easements.

35. To enable the Council to purchase other lands by agreement, and to appropriate and use for any of the Council's undertakings lands vested in them and not required for the purpose for which they were originally acquired.

36. To exempt the Council from the liability, under Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase the whole of any lands or property in any case in which they may only require part thereof or easements through, over or under the same or a cellar or vault thereunder, for the purposes of the Bill, and to make provision for the housing of the labouring classes, the retention or sale by the Council of

the lands purchased and the application of the proceeds of sale.

37. To vest or to provide for the vesting in the Council of the Salt Schools, the Saltaire Institute, the Technical School, and all other property now held by the Governors of the Salt Schools, Shipley, registered for educational or other purposes in connection with or for the benefit of the said Schools and Institute, and to provide that the debts or expenditure of the said Governors in respect of the same shall be defrayed by the Council.

38. To make provision for the management and control of the said Schools and properties, and to enable the Council to pay the expenses thereof out of the district fund and general district rate; and to regulate and modify the powers of the Board of Education, the Charity Commissioners, or other Government Department in relation to the same, under the Charitable Trusts Acts, 1853 to 1891, and the Endowed Schools Acts, 1869 to 1874, or otherwise.

39. To empower the Council to take transfers of Orders under the Electric Lighting Acts, 1882 and 1888, and by agreement to supply electric energy for public and private purposes in districts adjacent to the district, and to contract for the supply of electric energy.

40. To enable the Council to make bye-laws with respect to electric fittings, and prescribe conditions for securing the safety of the inhabitants, and to restrict the placing of wires over streets, and to enable the Council to remove the same.

41. To empower the Council to supply electric fittings, and to allow discounts on charges for electric current, and to empower the Council to affix electric lamps for the lighting of streets to the walls of buildings.

42. To empower the Council to provide cold-air stores and refrigerators and to manufacture and sell ice and to provide the necessary plant therefor and to purchase or lease land for such purpose, and to demand and take tolls, rents and charges in connection therewith.

43. To make further and better provision with regard to the streets, buildings and sewers within the district and the laying out of new streets, and to empower the Council to make bye-laws in reference thereto.

44. To authorise the retention by the Council of plans and particulars deposited with them, and to provide for the approval of plans being void after certain intervals. To prescribe the distance at which intersecting streets are to be placed, and that no buildings are to be erected in any road or street until the same has been formed, drained, levelled, kerbed and channelled. To authorise the Council to define the future line of streets, to vary the position or direction of new streets, and to declare where streets begin and end.

45. To provide that no excavation shall be made in any new street after plans have been deposited without the consent of the Council, and to extend the meaning of new streets so as to include the continuations of existing streets.

46. To make provision as to the repair of vaults, arches and cellars under any street, and as to the construction of crossings for horses or vehicles across any kerbed footpath, and to prohibit the deposit of building materials or the making of excavations on or in any street without consent of the Council, and to provide for the removal, appropriation, use and disposal by the Council of any old materials in any street where works have been executed by

the Council, and the recovery by the Council of damages caused to footways by excavation and the expenses connected therewith.

47. To authorise the Council to alter the names of streets, and require the names of streets to be put up and houses to be numbered.

48. To provide that yards and entrances to courts shall not be closed, narrowed or built over or the height or headway thereof lowered, and to provide that no building shall, except with the consent of the Council, be erected in any court on any land on which a dwelling was not standing at the commencement of the intended Act, and to empower the Council to require the draining and paving of yards, courts and passages.

49. To extend the provisions of Section 150 of the Public Health Act, 1875, so as to include the erection of retaining walls and the execution of incidental works and as to the posting of notices under that section. To require that the elevation of buildings erected on front land shall be subject to the approval of the Council. To restrict the height of buildings and chimneys, and to prevent the erection of and to provide for the removal of projections over streets, and to provide for back streets to new dwelling-houses.

50. To prescribe what are to be deemed new buildings, and to make provision with respect to the erection, maintenance, use and removal of wooden or other movable or temporary buildings and to take power to the Council to sell the materials of any temporary building which may be taken down by them.

51. To authorise the Council to make bye-laws with respect to the size and cubic capacity of rooms intended to be used for human habitation and the level of the ground floor of new buildings, and with respect to the materials with which new buildings shall be constructed, and grates and stoves set in new buildings; and to prohibit cellars being constructed in any part of the district liable to be flooded.

52. To provide that the Council may order two or more houses to be drained by a combined operation, and to authorise them to require the provision of separate sewers in any street; to make provision for preventing soil and sand being washed into any public street, sewer or gully, and to provide for the lopping of trees, hedges or shrubs overhanging streets and footpaths; to make provision for covering in all ditches and watercourses upon land laid out for building or on which any such land abuts, and to require the owners of such land to do all necessary works, and to prescribe that any stream or watercourse which is so choked up as to obstruct the proper flow of water shall be deemed to be a nuisance within the meaning of Section 91 of the Public Health Act, 1875, and to authorise the Council to take proceedings for preventing obstructions in watercourses.

53. To make provision with regard to the fencing of vacant lands adjoining streets, and to require dangerous places to be repaired, and to prohibit the placing of any coal shute, area, or similar grating in the footway or carriageway of any street except with the consent of the Council.

54. To make rules and regulations with regard to the habitation of underground dwellings and to fix a penalty for breach of such regulations, and to make special provisions in cases in which two convictions relating to overcrowding of any house or the occupation of any underground dwelling have occurred within six months. To provide that Section 73 of the

Public Health Act, 1875, shall extend to every person occupying or suffering to be occupied any cellar dwelling which does not conform with the requirements of Section 72 of that Act.

55. To provide that Section 156 of the Public Health Act, 1875, shall extend and apply to the line of the main wall at the rear of any dwelling-house or other building, and to make provision with regard to porches and projecting windows, the level of new buildings, and the fencing of gardens and forecourts and building materials. To make provision with regard to open spaces which shall be required in the rear or otherwise of any building.

56. To make further and better provision with reference to private street improvements within the district and particularly in regard to the following matters:—To provide that the Council may from time to time amend the specifications, plans and sections, and make provision with regard to the publication of orders for works. To authorise the Council to charge for supervision in addition to the cost of the works, and to provide for a provisional and final apportionment of the cost of street works and the recovery of expense and particularly to provide that in making the apportionment the Council may have regard to the amount of benefit to be derived by any premises from such works and the amount and value of any works already done by the owners or occupiers of such premises. To provide that the cost of the works shall be a charge upon the premises affected, and to give the Council power to enter into possession where the owner fails to pay his proportion of the cost or apportionment, and with power to receive the rents thereof and to let or otherwise deal with such property, and to provide for the moneys so received. To make special provision with reference to temporary or urgent repairs in private streets and to authorise agreements being made as to the apportionment of the cost of street works. To provide that any person deeming himself aggrieved by any of the requirements of the Council may appeal to a Court of summary jurisdiction.

57. To make special provision with regard to the erection of sky signs, and the conditions upon which a license may be granted by the Council, and also with regard to hoardings and other structures used for advertising purposes and to prohibit the use of advertising vehicles except with the consent of the Council.

58. To make further and better provision with regard to the health and sanitary condition of the district, and particularly with reference to the following matters:—To empower the Council to require the provision of water-closets in new buildings, and in any building in which in the opinion of the Council such accommodation is insufficient, to authorise the Council to give notice to the owner of any building requiring him to convert any existing closet accommodation into a water-closet, and to empower the Council to contribute towards the cost thereof. To authorise the Council to make bye-laws as to water-closets, and to require privies and cess-pools which may become unnecessary or are ill-constructed or not water-tight to be filled up.

59. To make further provisions as to ventilation of drains and sewers, and particularly to require that soil pipes shall be properly ventilated, and that rain-water pipes shall not be used as soil pipes, and to ensure that proper

sinks and drains shall be provided for existing or future buildings.

60. To extend the provisions of the Public Health Acts so as to render the owners of two or more houses drained by a single private drain liable for any expenses incurred by the Council in connection therewith.

61. To authorise the inspection of drains and to impose a penalty upon any person constructing or repairing a water-closet improperly.

62. To provide that any reconstruction of drains shall be subject to the approval of the surveyor of the Council, and to provide that where a drain has been laid in contravention of the Public Health Act, 1875, it shall be relaid at the expense of the owners.

63. To make further provision with regard to sewers and drains, and particularly to prohibit the throwing of any injurious matter into any sewer and wilful damage to drains or closets.

64. To enact that the word "drain" shall be deemed to include any sewer or drain with which two or more houses or premises, whether belonging to the same or different owners, are or may be connected in any manner to any public sewer.

65. To authorise the Council to require the construction of separate sewers for surface water and sewage respectively, and to require old drains to be laid open for examination by the surveyor before any communication is made, directly or indirectly, with any sewer.

66. To authorise the Council to provide public sanitary conveniences and lavatories, and to require urinals to be provided for public-houses and refreshment rooms, and to require the removal or alteration of urinals.

67. To empower the Council or its officers to enter any premises where they have grounds for believing a nuisance exists, and to cause drains to be opened and tested, and giving power to justices to grant a warrant for immediate forcible entry.

68. To make provision as to the ejection of steam and as to the negligent using or stoking of furnaces, and to require manufacturers and others to use the best practicable means to prevent dirt, dust or refuse falling into any street or place from factories.

69. To provide that the trade of fish frying shall be deemed to be an offensive trade within the meaning of Section 112 of the Public Health Act, 1875, and that for the purposes of that section a trade, business or manufacture shall be deemed to be established anew when removed from one set of premises to another, and to provide for the registration and inspection of fish-frying shops.

70. To provide for the imposition of a penalty upon the occupier of any house who may prevent the owner thereof or the Council or its officers putting in force the provisions of the intended Bill.

71. To make further and better provision throughout the district for the prevention of infectious disease and particularly to authorise the Council to make bye-laws with reference to infectious hospitals, and patients and visitors thereto.

72. To prohibit the placing of infected persons in public vehicles, and impose penalties upon persons knowingly doing so, and upon the owner or driver of any such vehicle, and requiring such owner or driver to give notice of any infected person having been conveyed in such vehicle, in order that the same may be disinfected.

73. To provide that no person suffering from

any infectious disease shall milk any animal, pick fruit or carry on any trade or business, and to make provision for preventing business being carried on in infected premises until the same have been properly disinfected.

74. To impose penalties on parents or guardians who may permit a child who is or has been suffering from an infectious disease attending school, and to require principals of schools where infectious disease has occurred to furnish lists of pupils attending thereat to the Council.

75. To impose penalties on any person letting a house or lodging in which infectious disease has occurred before the same has been properly disinfected, and on any person making a false statement as to infectious disease having occurred in any such house or lodgings, and also on any person leaving any house in which infectious disease has recently occurred without notifying same to the owner or on making a false statement with regard thereto.

76. To provide for the disinfection of clothes, and to impose penalties on any person sending clothes which have been exposed to infection to any laundry or person to be washed, and to enable the Council to require from laundries and persons who take in washing, the names and addresses of their customers, and to impose penalties for non-compliance.

77. To empower the Council to cleanse, purify or destroy articles of bed or body clothing which are in a filthy, dangerous or unwholesome condition, and to compensate the owner; to prevent the spread of infection by means of books taken from public libraries and to require them to be disinfected.

78. To authorise the Council to provide a place of reception for infected persons, and to remove thereto persons during the disinfecting of any house, and to provide for the Council disinfecting such house where the owner or occupier refuses to do so, and to provide for the purification of houses in a filthy state, and to prevent wakes being held over the bodies of persons dying of infectious disease.

79. To extend the meaning of Section 124 of the Public Health Act, 1875, and to authorise the Council to provide nurses and charge for same, and to compensate nurses whose employment has been stopped for the purpose of preventing the spread of infectious disease.

80. To impose penalties on persons selling or exposing for sale diseased meat or food unfit for the food of man, and to make any person to whom the same belongs, or did belong, punishable under Sections 116 and 117 of the Public Health Act, 1875, and to prohibit the practice of blowing or inflating the carcass of any animal, and to make provisions for regulating the manufacture, sale and storage of ice cream or other similar commodity, and to provide for the registration of the vendors and manufacturers thereof and the inspection of their premises.

81. To give further powers to the Council with reference to the supply and sale of milk, and the prevention of the spread of infectious diseases. To require dairymen to notify any infectious disease amongst their servants, and to state the sources from whence they obtain their milk supply, and to furnish lists of customers in certain cases.

82. To impose penalties on persons knowingly selling or suffering to be sold or used the milk of a diseased cow, and on persons failing to isolate a diseased cow. To require dairymen to notify any case of tuberculosis and empowering

the medical officer to take samples of milk. To prohibit the selling of milk within the district from cows suffering from tuberculosis, and to authorise the inspection and taking samples of milk and the inspection of premises within or without the district used for dairy purposes or for the keeping of cows from which milk is reported to be supplied within the district, and to suspend the milk supply from any suspected premises, and to make provision for the execution of these powers by the Council, and for the expenses consequent thereon.

83. To authorise the Council to make bye-laws with regard to recreation grounds, and to erect, maintain and equip refreshment and reading rooms, museums, pavilions, baths, conservatories and other buildings therein, and to let same; to provide chairs and seats for use of the public and charge therefor.

84. To empower the Council to pay or contribute towards the payment of a band of music for public performance.

85. To authorise the Council to set apart portions of any recreation ground for games, and to provide apparatus for games and charge for same. To authorise the Council to close any recreation ground for any special purpose, and to appoint officers to secure the due observance of the provisions of the Bill relating to recreation grounds or any bye-laws or regulations made thereunder, and to empower the Council to extinguish rights of way over recreation grounds.

86. To make further and better provisions with regard to common lodging houses within the district, and to make regulations as to keepers of common lodging houses, and to impose penalties for non-observance of same; to require sanitary conveniences to be provided, to require annual registration of common lodging houses and keepers, and to impose penalties on any person keeping an unregistered common lodging house; and to empower the Council to refuse registration and in certain cases to cancel registration.

87. To make provisions with regard to hackney carriages and their drivers, and to empower the Council to appoint an inspector of hackney carriages, who may examine all public vehicles, and to impose a penalty on any person interfering with him in the execution of his duty; to make provisions of Town Police Clauses Acts, 1847 and 1889, and the Council's bye-laws with respect to public vehicles applicable to public vehicles taken at railway stations and also within a distance of seven miles from the district if the hiring takes place within the district.

88. To authorise the Council to grant occasional licenses, and to impose penalties on the fraudulent use of numbers and badges, and to make bye-laws for fixing stands for different classes of public vehicles.

89. To empower the Council to license luggage or other porters, public messengers or commissionaires, and charge fees for same, and to suspend, revoke, or renew such licenses, and to impose conditions.

90. To grant to the Council certain powers relating to police matters, for the better preservation of order and good conduct in the district, and particularly to provide that any unfenced ground adjoining or abutting on a street shall be deemed a public place; that recreation grounds shall be deemed to be streets for the purposes of Section 28 of the Town Police Clauses Act, 1847, and to prohibit indecent shows.

91. To provide that no person shall on or in any street in the district for the purposes of trade, place any goods, wares or merchandise, or place or erect any stand, cart, barrow, basket or other receptacle for goods, wares or merchandise without the consent of the Council, who may attach conditions to such consent; and to impose penalties.

92. To authorise the Council to make bye-laws as to shows, caravans, whirligigs and steam organs, and for regulating street cries, and for prohibiting the crying of newspapers on Sunday.

93. To require street musicians to depart when required to do so by any householder or his servant or any constable.

94. To impose penalties on persons obstructing footways for the purpose of assaulting, insulting or annoying foot passengers, and to make provisions with regard to lost property.

95. To require that no person shall have the care of more than one cart, and to impose penalties for reckless driving, and to empower the Council to prescribe the streets in which and manner according to which cattle may be led or driven through the streets.

96. To make further provision with regard to the fire brigade, and particularly to empower any police constable or member of the fire brigade to enter and break open premises in case of fire, and to provide that the captain or other officer of the fire brigade shall have control of all operations at a fire, and to authorise the Council to provide cottages for their firemen.

97. To enable the Council for or in relation to all or any of the purposes of the Bill, and also for or in relation to the purposes of the Acts and Orders relating to the Council or the district, and for or in relation to any tramways in the district, or some or one of them, to apply their rates, funds and revenues, and any moneys which they are already authorised to borrow; and to make, assess, levy and recover new and additional tolls, rates and charges, and to borrow further moneys by mortgage, stock (of one or more classes, and at the same or at varying rates of interest), and to charge those moneys upon all or any one or more of the following securities (that is to say):—The district fund, and general district rate, lands, tenements, hereditaments, undertakings and property, and the rates, rents, tolls and revenues of the Council, and to make provision with respect to the repayment of any moneys for the time being owing by the Council, and to alter existing provisions for and in relation to the repayment of moneys already borrowed, and to provide for the application of the gas and tramway revenues of the Council.

98. To empower the Council from time to time to amend any rate, and to levy rates by instalments, and to include in any mortgage any undertaking, revenue, lands, or property of the Council.

99. To extend the limits imposed by the Public Libraries Acts, 1892 and 1893, and the Technical Instruction Act, 1889, and to authorise the levying of increased rates for the purposes of those Acts.

100. To empower the Council to grant gratuities to any of their officers or servants.

101. To provide that every undertaking or agreement given by or to the Council to or by or on behalf of any owner of property shall be binding on successive owners; to authorise the temporary stoppage of streets by the Council

during construction of works, and to enact that in the execution of works for owners or others the Council shall not be liable for any damage done.

102. To provide that, in default of any owner executing any works required by the Council, the occupier may execute same and deduct the cost from his rent.

103. The Bill will also contain all usual clauses inserted by Urban District Councils in Bills of similar character, and will provide that all powers, rights and remedies given to the Council by the Bill are to be in addition to their powers, rights and remedies under any general Act.

104. The Bill will provide for the payment of the costs out of the district fund and general district rate.

105. The Bill will or may enable the Council to carry the provisions of the Bill into effect with, under and subject to the powers and provisions of the Acts hereinbefore mentioned, the Public Health Acts, the Local Government Acts, the Gasworks Clauses Act, 1847 and 1871, and the Waterworks Clauses Acts, the Local Loans Acts, the Lands Clauses Acts, the Tramways Act, 1870, the Locomotives Acts, the Railways Clauses Consolidation Act, 1845, and other Acts (public or local) affecting urban sanitary authorities, with such modifications as may be contained in the Bill, and to enter into and fulfil agreements and contracts for all or any of the purposes of the Bill, and the Bill will or may confirm any such agreements and contracts which may have been or which may be entered into during the progress of the Bill.

106. The Bill will, so far as may be deemed necessary or expedient, vary, amend and extend or repeal, alter and consolidate the provisions of, among other Acts and Orders in addition to those hereinbefore mentioned, the following (that is to say):—The Shipley Waterworks and Police Act, 1854, the Shipley Local Government Act, 1874, and all other Acts and Orders relating to the Council; the Shipley Gaslight Act, 1853, and the Shipley Gas Act, 1870, and all other Acts or Orders relating to the Shipley Gaslight Company; the Shipley Tramways Order, 1881, the Shipley Tramways Order, 1885, and the Bradford and District (Extension) Order, 1890, the Bradford Tramways and Improvement Act, 1897, and any other Acts or Orders (including Orders made by any Public Department or schemes of the Charity Commissioners), relating directly or indirectly to the Council or the district, or interfering with any objects of the Bill; and the Bill will or may incorporate with itself, *in extenso* or by reference, and with or without alteration, such of the provisions as may be deemed expedient, of the hereinbefore-mentioned Acts and Orders, and will or may vary and extinguish all rights and privileges which would interfere with any of its objects, and confer all such powers, authorities, rights and privileges as may be necessary or expedient for effecting its objects.

107. Duplicate plans and sections describing the lines, situations and levels of the proposed tramways and works, and the lands in or through which they will be made, and duplicate plans of the lands, houses and other property which may be taken under the compulsory powers of purchase to be applied for in the Bill, together with a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property, and a copy of this Notice will on or before the 30th day of

November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and on or before the same day a copy of the said plans, sections and book of reference, with a copy of this Notice, will be deposited with the Clerk to the Urban District Council of Shipley, at his office.

108. 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 10th day of November, 1900.

JOHN S. RHODES, Clerk to the Council,
Manor House, Shipley.

WADE, BLBROUGH BOOTH, and Co., 8,
Piccadilly, Bradford, Solicitors for the Bill.

BAKER, LEES, and Co., 54, Parliament-
street, Westminster, Parliamentary
Agents.

Light Railway Commission—November, 1900.

Isle of Thanet Light Railways.

(Amendment of "The Isle of Thanet Light Railways Order, 1898"; Extension of Time, &c.)

NOTICE is hereby given that application is intended to be made in the month of November, 1900, to the Light Railway Commissioners by the Isle of Thanet Electric Tramways and Lighting Co. Ltd. of 74, Cheapside in the City of London (hereinafter called the Company) for an Order under the Light Railways Act 1896 for the purposes or some of the purposes following (that is to say):—

1. To authorise the Company to construct work and use the Railways authorised by the Isle of Thanet Light Railways Order, 1898, hereinafter called "The Order of 1898."
2. To incorporate in the Order all or some of the provisions of the Order of 1898 so far as they are applicable and are not inconsistent with the Order.
3. To extend the period limited by the Order of 1898 for the construction of the railways and works authorised by that Order, the necessary lands for the purpose having been already acquired.
4. To revive alter extend amend enlarge or repeal the powers some or one of the powers rights and privileges granted by the Order of 1898.
5. To vary and extinguish all rights and privileges inconsistent with or which would or might interfere with the objects of the Order and to confer other rights and privileges.

Copies of the draft Order will be deposited on or before the 30th day of November inst. at the local office of the Company York-street Ramsgate and at the offices of the undersigned Solicitors and Parliamentary Agents 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 and sent to the Secretary, Light Railway Commission, 54, Parliament-street, Westminster, S.W., and at the same time a copy of such objections must be sent to the undersigned Solicitors and Parliamentary Agents.

Dated this 19th day of November, 1900.

WILLIAM WEBB & Co., 37 & 39, Essex-
street, Strand, London, Solicitors and
Parliamentary Agents for the Company.

In Parliament—Session 1901.

Great Central Railway.

(New Railways and Roads in Counties of Middlesex and Lincoln; Abandonment of part of the existing Great Coates Branch Railway; Stopping up of Roads and Footpaths in County of Middlesex and in the West Riding of the County of York; Compulsory Purchase of Lands and Houses; Deviations; Acquisition of Additional Lands in the County of Lincoln and in the West Riding of the County of York; Acquisition of parts only of Properties; Underpinning; Extension of Time for Completion of Widening of Company's Railway between Gorton and Hyde Junction, authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act, 1866; Extension of Time for Compulsory Purchase of Lands for, and for Completion of, Railways 2, 3, 4 and 5, authorised by Manchester Sheffield and Lincolnshire Railway (New Railways) Act, 1888; Extension of Time for Compulsory Purchase of Lands for Railway No. 1, authorised by the Great Central Railway Act, 1898; Extension of Time for Compulsory Purchase of Additional Lands in Counties of London and Nottingham, authorised by the Great Central Railway Act, 1898; Extension of Time for Sale of Superfluous Lands of Manchester South Junction and Altrincham Railway Company, and Extension of Time for Completion of Widening of portions of that Company's Railway; Extension of Time for Completion of Railways authorised by Cheshire Lines Act, 1890; Extension of Time for Completion of Railways authorised by Wirral Railway Certificate, 1883, the Wirral Railway Act, 1884, and other Acts relating to the North Wales and Liverpool Railway Committee; Revival of Powers and Extension of Time for Sale of Superfluous Lands of Wrexham, Mold and Connah's Quay Railway Company; Provisions as to continuance of the Pontoon at Victoria Pier at Hull for communication across the River Humber in connection with the Railway of the Company; Additional Powers to Nottingham Joint Station Committee; Confirmation of Agreement with the Lancashire, Derbyshire and East Coast Railway Company and the Midland Railway Company as to the Calow and Bonds Main Joint Line; Confirmation of Construction of Junction Railway at Neasden between Company's Railway and Midland and London and South Western Junction Railway; Alteration or Repeal of sub-section 13 of section 15 of Great Central Railway Act, 1898; Power to Company to issue Bonds and Certificates for Goods; Tolls, Rates and Charges; Application of Funds; Additional Capital; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act") for the following, or some of the following, among other, purposes (that is to say):—

1. To empower the Great Central Railway Company (hereinafter called "the Company") to make and maintain the railways, road and works hereinafter described, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith, or some of them, or some part or parts thereof (that is to say):—

County of Middlesex.

A Railway (No. 1), commencing by a junction with the Railway No. 1, authorised by and

described in section 5 of the Great Central Railway Act, 1898, in the Parish and Urban District of Wembley, at a point on the centre line of that railway shown on the plans of that railway deposited with the Clerk of the Peace for the County of Middlesex, in November, 1897, fifteen chains measured in a westerly direction along such centre line from the point at which the said centre line crosses the centre of the River Brent, and terminating in the Parish and Urban District of Willesden by a junction with the Metropolitan Railway (being Railway No. 8, authorised by the Manchester Sheffield and Lincolnshire Railway Act, 1895), at a point on that railway situate 10 yards west of the western face of the bridge carrying Dog Lane over that railway.

The said Railway (No. 1) will be situate wholly in the said parishes of Wembley and Willesden.

County of Lincoln (Parts of Lindsey).

A Railway (No. 2), commencing by a junction with the main line of the Company's Railway, in the parish of Great Coates, in the rural district of Grimsby, at a point distant 8 chains or thereabouts, measured along the said railway of the Company in a north-westerly direction from the centre of the bridge, carrying the said railway over the river Freshney, and terminating in the parish of Little Coates, in the rural district of Grimsby, at the north-easterly corner of the field numbered 275 on the ordnance map of the county of Lincoln, scale 1/2500, Sheet XXII., 7, dated 1889;

A Railway (No. 3), commencing by a junction with the said Railway No. 2, in the said parish of Little Coates, at a point where that railway crosses the fence dividing fields numbered 20 and 79 on the ordnance map of the county of Lincoln, scale 1/2500, Sheet XXII., 7, dated 1889, such point being distant $1\frac{1}{2}$ chains or thereabouts from the north-westerly boundary of such fields, measuring along the said fence, and terminating in the parish of Great Grimsby, in the county borough of Grimsby, at a point distant 8 chains or thereabouts due north of the north-western corner of Alexandra Dock;

A Railway (No. 4), commencing by a junction with the said Railway No. 2, in the said parish of Little Coates, in the field numbered 1 on the ordnance map of the county of Lincoln, scale 1/2500, Sheet No. XXII., 6, dated 1888, at a point in that field distant $1\frac{1}{2}$ chains or thereabouts from the north-western boundary of such field, measured in a south-easterly direction and at right angles thereto, and $6\frac{1}{2}$ chains or thereabouts from the south-western boundary of that field, measured in a north-easterly direction and at right angles thereto, and terminating in the said parish of Great Grimsby, at a point distant $2\frac{1}{2}$ chains or thereabouts due north of the north-western corner of Alexandra Dock;

A Railway (No. 5), commencing by a junction with the said Railway No. 2, in the said parish of Little Coates, in the field numbered 1 on the ordnance map of the county of Lincoln, scale 1/2500, Sheet No. XXII., 6, dated 1888, at a point in that field distant 2 chains or thereabouts from the north-western boundary of such field, measured in a south-easterly direction and

at right angles thereto, and $1\frac{1}{2}$ chains or thereabouts from the south-western boundary of that field, measured in a north-easterly direction and at right angles thereto, and terminating in the said parish of Great Grimsby, at a point distant 2 chains or thereabouts due west of the western end of Alexandra Dock, measuring from a point on the west end of that dock, 2 chains or thereabouts from the north-westerly corner of the said dock;

- A Railway (No. 6), commencing by a junction with the said Railway No. 2, in the said parish of Little Coates, in the field numbered 2 on the ordnance map of the county of Lincoln, scale $1/2500$, Sheet No. XXII., 6, dated 1888, at a point in that field distant 3 chains or thereabouts from the north-western boundary of such field, measured in a south-easterly direction and at right angles thereto, and 6 chains or thereabouts from the north-eastern boundary of that field, measured in a south-westerly direction and at right angles thereto, and terminating in the said parish of Great Grimsby, at a point distant 3 chains or thereabouts due west of the western end of Alexandra Dock, measuring from a point on the west end of that dock $5\frac{1}{2}$ chains or thereabouts from the north-westerly corner of the said dock;
- A Railway (No. 7), commencing by a junction with the said Railway No. 6, in the said parish of Little Coates, at a point where that railway crosses the fence dividing fields numbered 81 and 78 on the ordnance map of the county of Lincoln, scale $1/2500$, Sheet No. XXII., 7, dated 1889, at a point on that fence distant 2 chains or thereabouts from the south-eastern boundary of such fields, measuring along that fence in a north-westerly direction, and terminating in the said parish of Great Grimsby, at a point distant 5 chains or thereabouts due south of the south-western corner of Alexandra Dock;
- A Railway (No. 8), wholly in the said parish of Little Coates, commencing by a junction with the said Railway No. 2 in the field numbered 4 on the ordnance map of the county of Lincoln, scale $1/2500$, Sheet No. XXII., 6, dated 1888, at a point in that field distant 5 chains or thereabouts from the north-western boundary of such field measured in a south-easterly direction, and at right angles thereto, and 10 chains or thereabouts from the south-western boundary of such field, measured in a north-easterly direction, and at right angles thereto, and terminating by a junction with the main line of the Company's railway at a point distant 21 chains or thereabouts measured along the said railway in a south-easterly direction from the centre of the bridge carrying the said railway over the river Freshney;
- A new road, commencing in the said parish of Little Coates, at the west end of Macauley Street, proceeding thence in a north-westerly direction for a distance of 33 chains, proceeding thence in a north-easterly direction to and terminating in the said parish of Great Coates, by a junction with the existing private road from Great Coates to Great Grimsby, at a point on that road 18 chains or thereabouts from the point where the railway siding to the Pyewipe Chemical Works crosses such private road,

measuring in a north-westerly direction along the private road;

Railways Nos. 2, 3, 4, 5, 6, 7 and 8, and the new road, will be situate in, or pass from through or into the parishes of Great Coates and Little Coates, both in the rural district of Grimsby and the parish of Grimsby, in the county borough of Grimsby, or some of them.

2. To empower the Company to abandon and discontinue the maintenance and use of so much of the railway known as the Great Coates Branch Railway as lies between the junction of such branch railway with the main line of the Company and a point on the said branch railway 54 chains or thereabouts, measuring along such railway in a north-easterly direction from the junction aforesaid, and to sell or dispose of, or retain, hold and appropriate the site and soil thereof for the general purposes of the Company.

3. To empower the Company to stop up, alter, or divert the roads and footpaths hereinafter described, and to discontinue the same as public footpaths, namely:—
County of Middlesex.

In the Parish and Urban District of Harrow-on-the-Hill.

To alter and divert so much of the road known as Northolt Road, leading from Northolt to Harrow, as lies between a point on that road where Dabbshill Lane forms a junction with it and a point in the said Northolt Road 4 chains or thereabouts, measured in a northerly direction from the said junction of Dabbshill Lane with the said road;

To alter and divert so much of the road known as Green Lane, leading from Northolt to Harrow as lies between a point on the said road where the boundary between the parishes of Northolt and Great Greenford otherwise Greenford, intersects the boundary between the parishes of Harrow-on-the-Hill and Northolt and Great Greenford, otherwise Greenford, respectively, and a point in the said road 10 chains or thereabouts, measured in a north-easterly direction along the said Green Lane from the point of intersection of the parish boundaries aforesaid.

In the parish of Ruislip.

To stop up, alter or divert (A) so much of the footpath leading from Bourne Farm to Northolt as lies between two points on the said footpath, distant 18 chains and 23 chains or thereabouts respectively, measured in a south-easterly direction from a point where the said footpath joins the private road to the said Bourne Farm, and to substitute therefor a shortened footpath running in a straight line between the two points before mentioned; (B) so much of the same footpath as lies between two points thereon 33 chains and 36 chains or thereabouts respectively, measured in a south-easterly direction, from a point where the said footpath joins the private road to Bourne Farm aforesaid, and to substitute therefor a footpath commencing at the point of commencement of the portion of footpath intended to be stopped up or diverted, running thence $1\frac{1}{2}$ chains or thereabouts in a southerly direction, and 2 chains or thereabouts in an easterly direction, and terminating at the termination of the portion of footpath intended to be stopped up or diverted before described.

In the parish of Northolt.

To stop up, alter or divert so much of the footpath leading from Wood End to Harrow as

lies between the point where the said footpath crosses the point of intersection of the boundaries of the fields numbered 273, 274, 272, and 263 on the ordnance map of Middlesex, scale 1/2500, Sheet X., 15, dated 1896, and a point on the said footpath 5 chains or thereabouts from the aforesaid point of intersection, measured in a north-easterly direction, and to substitute therefor a footpath commencing at the point of intersection aforesaid, running thence 3 chains or thereabouts due north and thence $3\frac{1}{2}$ chains or thereabouts due east, and terminating at the termination of the portion of footpath intended to be stopped up or diverted before described.

West Riding of the County of York.

In the parish and urban district of Ardsley.

To stop up, alter or divert so much of the footpath leading from Wombwell-lane across the works and sidings of the New Oaks Colliery to Ardsley as lies between the point where the said footpath passes through the northern boundary fence of Wombwell-lane and the sidings and works of the New Oaks Colliery ;

To stop up, alter or divert so much of the footpath leading from the aforesaid Wombwell-lane to Dod Hill Field, Ardsley, as lies between a point on the said footpath 20 yards or thereabouts from the south of the stile where the said footpath passes through the southern boundary fence of the Company's Barnsley and Doncaster Railway, near the Stairfoot Brick Works, and measured along such footpath, and a point on the said footpath 20 yards or thereabouts north of the stile where the said footpath passes through the northern boundary fence of the Company's Barnsley and Doncaster Railway, near the Stairfoot Brick Works aforesaid, measuring along such footpath.

4. To empower the Company to acquire, by compulsion or agreement, lands and buildings in the several parishes and places aforesaid, for the purposes of the intended works and also other lands and buildings.

5. To empower the Company to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, gas, water, pneumatic and other pipes, telegraph and telephone wires and apparatus, sewers, drains and watercourses within or adjoining the aforesaid parishes and places, or any of them, which it may be necessary to cross, stop up, interfere with, alter or divert for the purposes of the intended works, or any of them, or the other purposes of the intended Act.

6. To empower the Company to deviate from the lines and levels of the intended works to the extent shown on the deposited plans and sections, or to such extent as may be prescribed by the intended Act.

7. To empower the Company, for purposes in connection with their undertaking, to purchase, by compulsion or agreement, all or some of the following lands or properties, shown on the plans to be deposited as hereinafter mentioned, or some part thereof, viz. :—

County of Lincoln (Part of Lindsey).

Certain lands, houses and buildings, situate in the parishes of Great Coates and Little Coates, both in the rural district of Grimsby, and in the parish of Great Grimsby, in the county borough of Grimsby, adjoining the main line of the Company's railway, on the

north-eastern side thereof, and extending from Great Coates Station on the west to Littlefield Lane on the east.

West Riding of the County of York.

Certain lands, houses and buildings situate in the parish and urban district of Ardsley, on the north and south sides of the Company's Barnsley and Doncaster Railway, extending on the north side of that railway from the boundary fence of the works and sidings of the New Oaks Colliery on the west to a point on the east side of the New Oaks Junction Signal Box on that railway, 13 chains or thereabouts from such box, measuring in an easterly direction along the railway, and extending on the south side of that railway from a point opposite the before-mentioned boundary fence of the works and sidings of the New Oaks Colliery on the west to the siding curve from the before-mentioned railway to the Stairfoot Brick Works on the east.

8. To empower the Company, notwithstanding anything contained in section 92 of the Lands Clauses Consolidation Act, 1845, to purchase or acquire, by compulsion or agreement, parts of any lands, houses, buildings, manufactories or other premises, or any vaults, cellars, arches or offices attached to or belonging to the same without being required or compelled to purchase the whole of any such lands, houses, buildings, manufactories or premises, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and premises which may interfere with the powers so sought.

9. To empower the Company to underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or be affected by the construction of the intended works, which houses and buildings may not be required to be taken for the purposes thereof.

10. To extend the time limited by the Great Central Railway Act, 1899 (hereinafter called "the Act of 1899") for the completion of the widening and improvement of the main line of the Company between Gorton and Hyde Junction, authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act, 1866, and described in sub-section (1) of section 4 thereof.

11. To extend the time limited by the Act of 1899 for the compulsory purchase of lands for, and for the completion of, the Railways 2, 3, 4, and 5, authorised by and described in section 5 of the Manchester Sheffield and Lincolnshire Railway (New Railways) Act, 1888.

12. To extend the time limited by the Great Central Railway Act, 1898 (hereinafter called "the Act of 1898"), for the compulsory purchase of lands for the Railway No. 1, authorised by and described in section 5 of that Act, except for so much of that railway as lies between points respectively marked 4 miles and 4 chains and 5 miles 5 furlongs and 2 chains from the commencement of that railway, on the plans of that railway deposited with the Clerk of the Peace for the County of Middlesex in November, 1897, with reference to the Act of 1898.

13. To extend the time for the compulsory purchase of additional lands in the parish of Saint Marylebone, in the county of London, and in the parish of Newstead, in the county of Nottingham, authorised by the Act of 1898.

14. To extend the time for the sale of all or any of the superfluous lands of the Manchester South Junction and Altrincham Railway Company and to confer upon that Company further

powers with reference to the retention, sale, or disposal of such lands, and to alter, amend, or extend, with reference thereto, the provisions of the Land Clauses Consolidation Act, 1845.

15. To extend the time limited by the Act of 1898 for the completion of the widening of the portions of the Manchester South Junction and Altrincham Railway, authorised by and described in section 5 of the Manchester, Sheffield and Lincolnshire Railway (Various Powers) Act, 1891.

16. To extend the time limited by the Act of 1899 for the completion of the railways authorised by and described in section 8 of the Cheshire Lines Act, 1890.

17. To extend the time limited by the Act of 1899 for the completion of the railways authorised by the Wirral Railway Certificate, 1883 (other than the railways and portion of railway by the Wirral Railway Act, 1888, directed to be abandoned), and also of the railways authorised by the Wirral Railway Act, 1884, and the Wirral Railway Act, 1888.

18. To revest in the Wrexham, Mold and Connah's Quay Railway Company all or any of the superfluous lands of that Company, and to revive the power to retain the same, and to extend the time for the sale thereof, and to confer upon that Company further powers with reference to the retention, sale or disposal of such lands, and to alter, amend and extend, with reference thereto, the provisions of the Lands Clauses Acts.

19. To repeal, or alter and amend section 5 of the Local and Personal Act 9 and 10 Vic., cap. 101, intituled "An Act for establishing steam communication across the River Humber in connection with the Great Grimsby and Sheffield Junction Railway," and to empower the Company to affix, continue and maintain the existing pontoon attached to the river extremity of the existing Victoria Pier at Kingston-upon-Hull, and to use the said pontoon for the conveyance of carriages, horses, cattle, goods, wares, merchandise, and other portable articles; and also foot passengers, over and across the River Humber, in connection with or for the purposes of the Company's Railway, and also from time to time to continue and maintain the said pontoon, or, if necessary, to construct, affix and maintain a pontoon in substitution therefor for the purpose of such communication, and to do all acts or things necessary for maintaining, regulating and managing such communication, and to confirm any agreements that have been or may be made between the Company and the mayor, aldermen and citizens of Kingston-upon-Hull with reference to the use and maintenance of the said pontoon for the purposes aforesaid:

20. To extend, transfer to and vest in the Nottingham Joint Station Committee all the powers to sell or lease lands, and all other powers with regard to the erection of a hotel in the county of the town of Nottingham, granted to the Company by section 30 of "The Manchester Sheffield and Lincolnshire Railway Act, 1896," upon the lands transferred to that Committee by the Great Central Railway Act of 1897.

21. To confirm an agreement, dated the 21st December, 1899, between the Lancashire, Derbyshire and East Coast Railway Company, the Midland Railway Company and the Company, as to the Calow and Bonds Main Joint Line.

22. To sanction and confirm, as part of the undertaking of the Company, the Junction Curve Railway and works already constructed by the Company in the parish and urban district of Willesden, in the county of Middlesex, connecting the railway of the Company with the Midland and

London and South Western Junction Railway commencing by a junction with the Company's Neasden sidings on the east side of Dog Lane, Neasden, and terminating by a junction with the Midland and London and South Western Junction Railway at Neasden, and to authorise the Company to levy tolls, rates and charges for the use of the railway so constructed.

23. To repeal, alter or amend sub-section 13 of section 15 of the Act of 1898 for the protection of the Wembley Urban District Council, and to make other provision with reference to the mode of carrying the footpath in that sub-section mentioned across the railway of the Company.

24. To authorise the Company to grant a bond or bonds for Customs' duties, and to make landing and warehousing entries, to issue certificates for articles warehoused and warrants for their delivery, transferable by endorsement or otherwise, for or in respect of any goods, merchandise, articles or things landed or shipped at their docks, wharves or shipping places; or any of them, or deposited in any free or bonded warehouses, depots, buildings, transit and other sheds and conveniences belonging to, or leased or occupied, by the Company.

25. To empower the Company to levy tolls, rates and charges upon or in respect of the said intended railways and works; to alter existing tolls, rates and charges; and to confer, vary or extinguish exemptions from the payment of tolls, rates and charges.

26. To empower the Company, for the purposes of the intended Act, to apply any capital or funds now belonging to them, or which they are authorised to raise.

27. To empower the Company, for the purposes of the intended Act, and the general purposes of their undertaking, to increase their capital, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means or such other means as the intended Act may prescribe.

28. To alter, amend, extend and enlarge, and if need be to repeal, all or some of the powers and provisions of the following Acts (local and personal), or some of them, that is to say:— 12 and 13 Vic., cap. 81, and all other Acts relating to the Company; the Manchester South Junction and Altrincham Railway Act, 1845, and all other Acts relating to that Company; the Wirral Railway Certificate, 1883; the Wirral Railway Act, 1884, and all other Acts relating to the North Wales and Liverpool Railway Committee; the Wrexham, Mold and Connah's Quay Railway Act, 1882, and all other Acts relating to that Company; the Cheshire Lines Act, 1867, and all other Acts relating to the Cheshire Lines Committee; the Great Central Railway Act, 1897, and all other Acts relating to the Nottingham Joint Station Committee.

29. And Notice is hereby further given, that maps, plans and sections of the railways, road and works proposed to be authorised by the intended Act, and plans of the lands, houses and other property proposed to be taken under the powers thereof, with books of reference to those plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, houses and other property, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, as follows (that is to say):—

County of Lincoln (Parts of Lindsey), as relates to lands and works in the Parts of Lindsey, in that county, with the Clerk of the Peace for the said parts of Lindsey, at his office at Lincoln;

County of York, West Riding, as relates to lands and works in that riding of that county, with the Clerk of the Peace for the said West Riding, at his office at Wakefield;

County of Middlesex, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at the Guildhall, Westminster.

30. And Notice is hereby also given that copies of so much of the said plans, sections and books of reference as relates to each of the several areas hereinafter mentioned, in or through which the railways, road and works are intended to be made, or within which lands, houses and other property proposed to be taken compulsorily are situate, and also a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection, as follows:—

As relates to any county or other borough, with the town clerk of such borough, at his office;

As relates to any urban district not being a borough, with the clerk of the district council of such district, at his office;

As relates to any parish having a parish council, with the clerk of the parish council, or, if there be no clerk, with the chairman of that council;

As relates to any parish comprised in a rural district and not having a parish council, with the clerk of the district council in whose district such parish is situate.

31. Any parish named in this Notice which is not stated to be in a county or other borough, or in an urban district, or in a rural district, is a parish having a parish council, with the clerk or chairman of which the before-mentioned deposit will be made, and such deposit will, if made with the clerk to the parish council, be made at his office, or, if he has no office, at his residence, and if made with the chairman of the parish council, be made at his residence.

32. In this Notice any township or other place for which a separate poor rate is or can be made, or for which a separate overseer is or can be appointed is referred to as a parish.

33. Printed copies of the Bill for the intended Act will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1900.

D. H. DAVIES, 7, Victoria Street, Westminster; and Manchester, Solicitor for the Bill.

MARTIN & LESLIE, 27, Abingdon Street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Handsworth Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West-parade in the City of Lincoln, Electrical Engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and

Supply Electricity for Motive Power and all Public and Private Purposes with the Urban District of Handsworth in the West Riding of the county of York, Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade in the city of Lincoln, electrical engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes (that is to say):—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof (that is to say):—

The urban district of Handsworth in the West Riding of the county of York.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Station-road, Market-street, Market-place, Cross-street, Chapel-street, Tannery-street, Sheffield-road, Caisley Hill, Normanton Spring, Birley-road, Normanton Hill, Sheffield and Gander Lane Main-road, Richmond-road, Worksop and Attercliffe Main-road.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and appa-

ratus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz. :—

Streets and places:—Myrtle Spring Land Society, Victoria Land Society, Seagreive-road, Thorpe-road, Gladstone-road, Bartle-road, Jaunty-road, The Croft, Stanhope-road, Albert-road, Fox Farm-road, Hogg-lane, Arthur-street, Unwin-street, Gladstone-street, Russell-street, Bedford-street, Victoria-street, Park-lane, New-street off Park-lane, St. Joseph's-road, Henry-street, Clough-road, Coalbrook-crescent, George-street, Hope-street, Clarke-street, Railway-street, Long Starrs-Lane, Greenwood-lane, Greengate-lane, Wolstenholme-road, Belmore-road, Meeting House-lane, Reyn-lane, Spa-lane, Back-lane, Vicar-lane, Maunser-lane, Skelton-lane, Waterslacks-lane, Bishop's Hill-road, High-street, Chapel-street, Stubbin-lane, Housewood-road, Lambcroft-lane.

Railways:—Great Central Railway.

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed

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copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the office of Mr. John Hardcastle, Surveyor, Woodhouse, near Sheffield (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Leamington Tramways.

(Reconstruction and Electrical Equipment of Existing Tramways; Alteration of Gauge; Motive Power; Power to Open and Interfere with Streets; Purchase of Land by Agreement; Repeal or Amendment of Provisions Relating to Local Authorities; Amendment of Acts, &c.; Variation of Section 43 of the Tramways Act, 1870, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Leamington and Warwick Tramways and Omnibus Company, Limited (hereinafter called "the Company"), for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following (that is to say):—

To empower the Company to alter the gauge of so much of the tramways authorised by the Leamington and Warwick Tramways Order, 1879, and the Leamington and Warwick Tramways (Amendment) Order, 1882, as is situate in the borough of Leamington (hereinafter called "the tramways"), from 4 feet 8½ inches to 3 feet 6 inches, or such other gauge as may be determined, and for that purpose to take up and remove all or some of the existing rails, plates, and apparatus and other works of or connected with the said tramways, and to relay the same, or others in lieu thereof, and to execute all such works and exercise all such powers as may be necessary or expedient for giving effect to the objects aforesaid or any of them.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, telegraphs, telephones, electric, and other apparatus for the purpose of altering the gauge of the tramways or for the other purposes of the intended Order.

To empower the Company to make such alterations of the tramways or any part or parts thereof, and to execute all such works on or in connection therewith, and in over, or under the streets or roads in which the same are laid as may be deemed necessary or expedient for adapting the same to be worked by such

electrical or other mechanical power as may be prescribed, or authorised, or provided for by the intended Order.

To empower the Company to work and use the tramways, or any of them, by means of carriages, trucks, and vehicles propelled by electrical power applied on the overhead system or otherwise, or any other mechanical power, and for that purpose or any purpose appurtenant or ancillary thereto, to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Order, and, in particular, power to enter upon and open the surface of, and to lay down, on, in, under, or over the surface of any street, road, highway, footpath, or place, such posts, wires, tubes, mains, plates, boxes, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways, or for providing access to or in connection with any engines, machinery, or apparatus, or for connecting any portions of the tramways, and to empower the Company, for the purpose of working the tramways, to erect engines and machinery, and to acquire, hold, and use patent and other rights and licenses in relation to any such electrical power.

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the tramways, or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, stations, works, or buildings of the Company, and to enable the Company to make junctions and connection of the tramways with any other tramways.

To empower the Company to make such additional crossings, passing places, sidings, and junctions, and to double such of the existing lines as may be convenient for the purposes of the Order.

To empower the Company on the one hand, and the authorities having respectively the control or management or the duty of directing the repairs of the said streets, roads, highways, footpaths, and places respectively on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Order, and to confirm any agreements entered into or to be entered into with such authorities with respect to any of the aforesaid purposes.

To enable the Company from time to time, for the purposes of the tramways, to purchase by agreement or to take any lands or buildings or any easements over lands or buildings, and to erect offices, buildings, and other conveniences on any such lands, including stations for the generating and distribution of electrical energy and power for any of the purposes of the proposed Order.

To incorporate in the Order and extend and apply to the tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inap-

plicable, or extend all or some of the provisions of that Act, and of the several Orders relating to the Company or their undertaking, and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, and all other Acts and Orders (if any) relating to or which may be affected by or interfere with the objects of the intended Order.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of the tramways by the local authority, and to make provision for the purchase of the tramways within such extended period and on such terms and conditions and in such events as may be prescribed by the Order.

And notice is hereby further given, that a copy of this Notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall-gardens, London, and for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Leamington: with the Town Clerk of the borough of Leamington, at his office at Leamington; and with the respective parish clerks of the parishes in which the tramways are situate, at their residences.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft of the intended Order, when deposited, and of the intended Order, when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next, and copies of such representation or objections must at the same time be sent to the Company; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Company or their agent.

Dated this 20th day of November, 1900.

STURNEY MORSE, 37, Norfolk-street,
Strand, London, W.C., Solicitor for
the Order.

In Parliament.—Session 1901.

Cowes Ferry.

(Power to Urban District Councils of Cowes and East Cowes to Lease the Royal Ferry across the River Medina from the Commissioners of Woods and Forests, and to Work the said Ferry; Subsidiary Works; Dredging, Steamboats, Plant, &c.; Tolls and Charges; Appointment of Officers and Servants; Bye-laws; Acquisition of Lands, &c., by Agreement; Leasing of Ferry and Tolls; Agreements; Borrowing and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of Cowes and the Urban District Council of East Cowes, or either of them (hereinafter referred to as "the Councils"), for an Act (hereinafter referred to as "the intended Act") for the following purposes, or some of them (that is to say):—

1. To authorise the Councils, or either of them,

to take on lease the Royal Ferry across the River Medina between the Urban Districts of Cowes and East Cowes, in the parish of Cowes, in the Isle of Wight, from the Commissioners of Woods and Forests, acting on behalf of the Crown, on such terms and conditions as may be agreed or the intended Act may prescribe, to enable those Commissioners to grant such lease, and to empower the Councils, or either of them, to work, manage and maintain the ferry when so leased.

2. To confer on the Councils, or either of them, for the purposes of or in connection with the ferry or otherwise, for the purposes of the intended Act, all or some of the following, among other rights, powers, and privileges (that is to say):—

(A) To make, execute, provide, and maintain all proper, necessary, and convenient approaches, landing-places, stages, waiting-rooms, bridges, pontoons, dolphins, slipways, hoists, cranes, machinery, appliances, works, and conveniences.

(B) To dredge, scour, and deepen the bed of the River Medina, and to place and maintain therein piling, coffer dams, staging, and other works at or near the ferry and works; and to alter or interfere with the banks, bed, soil, and foreshore of the river, and to place and maintain in the river, and on the banks or shores thereof, mooring-posts and appliances for mooring vessels and boats used for the purposes of the ferry.

(C) To provide all necessary and convenient steam and other floating bridges, vessels, and boats with all proper and sufficient tackle, gear, appliances, apparatus, plant, and conveniences necessary or convenient for the working and maintenance of the ferry, and by means of such floating bridges, vessels, or boats to convey passengers, animals, vehicles, goods, and traffic of every description across the River Medina.

(D) To demand, levy, take, and recover tolls, rents, rates, duties, dues, and charges for the use of the ferry, and for the conveyance in any floating bridge, vessels, or boats of passengers, animals, vehicles, goods, and traffic of every description; to alter existing tolls, rates, rents, dues, and charges, and to confer, vary, or extinguish exemptions from, and to compound and agree with any persons or bodies for, or with respect to, the payment of tolls, rents, rates, dues, and charges.

(E) To erect and provide in connection with the ferry waiting rooms, warehouses, sheds, and other buildings, works, and conveniences for the accommodation of passengers, and the storage, loading, and unloading of goods, animals, and other traffic; and to demand, take, and recover rates and charges for such accommodation, storage, and services.

(F) To appoint, remove, and remunerate officers and servants, and to define the limits within which their powers may be exercised.

(G) To make, alter, vary, repeal, rescind, and enforce bye-laws, rules, and regulations, for the management, working, use, regulation and protection of, and the prevention of injury and damage to the ferry, landing places, floating bridges, vessels, works, and conveniences; the conveyance, embarking, and disembarking of passengers and animals; the loading and unloading of vehicles, goods, and traffic of every description; the preven-

tion of nuisances in or upon any of the works, vessels, or boats; regulating the duties and conduct of officers and servants of the Councils, or either of them, and other persons employed in and about the vessels, landing places, and works; regulating and controlling or preventing the fastening or mooring of any vessels or boats to any of the landing places, works, or conveniences of the Councils, or either of them; and to impose penalties for the breach, non-observance, or non-performance of any such bye-laws, rules, and regulations.

(H) To acquire by agreement the lands and property, steam and other floating bridges, vessels, boats, plant, machinery, and works and conveniences connected with or used at the ferry, and other lands and buildings.

3. To provide for and regulate the use by vessels and boats of any landing places or other works leased, constructed, or acquired by the Councils, or either of them, for the purposes of or in connection with the ferry, for such purposes, on payment of such tolls or charge, gross, annual, or other sum, and generally on such terms and conditions as may be defined or prescribed by the intended Act.

4. To authorise the Councils, or either of them, from time to time to sub-lease the ferry and the works and conveniences connected therewith, and the tolls, rates, duties, and charges which they may be entitled to demand, take, and recover, and to transfer all or any of their rights, powers, privileges, and obligations in respect thereof, for such period and for such considerations, and generally on such terms and conditions as they may think fit, or as may be prescribed or provided for by the intended Act.

5. To authorise the Councils, or either of them, on the one hand, and the Commissioners of Woods and Forests, and any railway company, steamboat company, or other body or person on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to all or any of the before-mentioned matters, and to confirm any such contracts, agreements or arrangements that have been or before the passing of the intended Act may be entered into.

6. To alter and enlarge the present borrowing powers of the Councils, or either of them, and to enable them to apply to any purposes of the intended Act any moneys they are already authorised to borrow, and for those purposes to borrow, and re-borrow from time to time, further money on mortgage, debentures, debenture stock, and annuities upon the security of their rates and property for the time being, and of the tolls, rates, rents, and charges to arise under the intended Act, or in such other manner, and subject to such terms, conditions, and restrictions (if any) as may be prescribed by the intended Act.

7. To vary or extinguish, exclude or modify all rights, powers, privileges, authorities, and jurisdictions inconsistent with or which may interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

8. To amend, alter, or repeal all or some of the provisions of the following Acts (that is to say):—An Act for paving, lighting, cleansing, and otherwise improving the town of West Cowes, in the Isle of Wight, in the county of Southampton, and for establishing a market within the said town, 56th Geo. III, cap. 25; the Public Health Act, 1875; the Local Government Act, 1889; and any other Act relating to the Councils, or either of them; the River Medina

Navigation Act, 1852; the Solent Navigation Act, 1881, and any other Acts relating to the River Medina or the Solent.

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.

Dated this 22nd day of November, 1900.

DAMANT and SONS, High-street, Cowes, Isle of Wight, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, S.W., Parliamentary Agents.

Board of Trade—Session 1901.

Pontypridd and Rhondda Valley Tramways.

(Power to the British Electric Traction Company, Limited, to Alter and Equip Existing Tramways for use of Mechanical Power; Breaking up of Streets; Purchase of Lands by Agreement; Construction of Generating Station; Laying down Electric Apparatus in Streets, &c; Alteration of Purchase Provisions of Tramways Act, 1870; Agreements with and Powers to Local Authorities; Application and Amendment of Orders, &c.

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next by the British Electric Traction Company, Limited (hereinafter called "the Company") for a Provisional Order under the Tramways Act, 1870, for all or some of the following purposes (that is to say):—

To empower the Company to make such alterations of the existing Pontypridd and Rhondda Valley Tramways of the Company (hereinafter referred to as "the Tramways") or any part or parts thereof and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid as may be deemed necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as may be prescribed or authorised or provided for by the intended Order, and to empower the Company to work and use the tramways or any of them by means of carriages, trucks, and vehicles, propelled by electrical or other mechanical power.

To authorise the Company:—

- (1) To make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets or roads, or for providing access to any stables or carriage sheds or works or buildings of the Company, and to alter double to single lines and vice versa, or double or single to interlacing lines, or vice versa.
- (2) To lay down, construct, erect and maintain on, in, under, or over the surface of any street, road, highway, footpath or place, and to attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the tramways, or for connecting any portions of the tramways, or for providing access to, or forming connections with any generating stations, engines, machinery or apparatus.
- (3) To break up and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, tramroads, tramways, watercourses,

sewers, drains, pipes, wires, tubes, and apparatus for the purposes of the intended Order.

To empower the Company to use on the tramways engines and carriages exceeding in width that prescribed by the Tramways Act, 1870, or the Pontypridd and Rhondda Valleys Tramways Order, 1882.

To authorise the Company from time to time, for the purposes of the tramways, to purchase by agreement, and to hold any lands or buildings, or any easements over lands or buildings.

To empower the Company upon any part of the lands at Eirw-ucha, in the parish of Llantrissant, now used by the Company as a depot in connection with their tramways, to erect, maintain, and use a station or stations for generating, transforming, transmitting, and distributing electrical energy with all necessary dynamos, batteries, accumulators, engines, plant, machinery, works, and conveniences for that purpose, and to generate, transform, transmit, apply and distribute such energy or power for the purpose of working the tramways.

To empower the Company on the one hand and any authority having the control or management of the streets or roads along which any of the tramways is situate on the other hand to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets or roads, the laying down, maintaining, renewing, repairing, working, and using of the tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith and the use of mechanical power thereon, and for facilitating the passage of carriages and traffic over and along the same.

To make special provision for the prevention of damage to the tramways or any works connected therewith.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by local authorities and to make provisions for the purchase of the tramways within such extended period, and on such terms and conditions, and in such events as the intended Order may prescribe, and for the partition, if thought fit, of the different portions of the undertaking among the various local authorities in whose districts it is situate, and to authorise and require any such local authority, as aforesaid, in the event of the purchase by them of any of the tramways of the Company to purchase all plant of the Company used for the purpose of working the tramways so purchased, or of any other tramways of the Company, and to confer on such local authorities all necessary powers, including the power of borrowing money.

To empower the Company and any local authority in whose district any portion of the said tramways are situate to enter into and carry into effect agreements with respect to the supply by such authority of electrical power to the Company for the purposes of their tramways whether situate within or without the district of such authority or the supply by the Company to such local authority of electrical power for any purposes for which such authority may for the time being be authorised to supply electricity.

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the intended Order and to confer other rights and privileges.

The intended Order will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations or amend-

ments as hereinbefore mentioned or otherwise as may be deemed expedient, and will alter, amend, extend or repeal or apply to the tramways and to the Company in relation thereto, all or some of the provisions of the Pontypridd and Rhondda Valley Tramways Order, 1882, and any other Order or any Act relating to the Company or their undertaking.

And Notice is hereby also given, that a copy of this Notice, as published in the "London Gazette," will be deposited, on or before the 30th day of November instant, at the Office of the Board of Trade, Whitehall Gardens, London, and for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Cardiff in that county; with the Clerks of the Urban District Councils of Pontypridd and Rhondda at their respective offices, and with the respective parish clerks of the parishes in which the tramways are situate at their residences.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft of the intended Order, when deposited, and of the Order when made will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade or of bringing before them any objections respecting the said intended application may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next, and copies of such representation or objections must at the same time be sent to the Company; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Company or their Solicitor.

Dated this 20th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street,
Strand, London, W.C., Solicitor for the
Order.

In Parliament—Session 1901.

Harrogate Corporation.

(Construction of Street Widening and Improvements; Purchase of Lands by Compulsion or Agreement, excepting Section 92 of Lands Clauses Consolidation Act, 1845; Pump Room; Provisions as to Streets and Buildings; Sanitary Provisions and Provisions as to Infectious Disease; Separate Police Force and other Police Provisions; Power to Borrow Money; Levy Rates; Collection of Rates; Trust Investment; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Harrogate (in this Notice referred to as "the Corporation") intend to apply to Parliament in the next Session for leave to bring in a Bill for the following, or some of the following, amongst other purposes (that is to say):—

1. To authorise the Corporation to make and maintain a widening or improvement of Cornwall-road, within the borough of Harrogate (in this Notice referred to as "the Borough"), with all needful and desirable works and conveniences in connection therewith, commencing at the north-east corner of Spring Villa, in Cornwall-road, and terminating at the north-west corner of Valley Drive.

2. To authorise the Corporation to acquire, by compulsion or agreement, lands, houses, or

buildings, and to make special provision with reference to the mode and terms and costs of settlement of compensation for the same, and also with respect to lands and property which may be, or may be alleged to be, injuriously affected by the exercise of the powers of the Bill, and to enable the Corporation to divert and stop up footpaths and roads, and alter steps, areas, and pipes, and to confer further powers on the Corporation for the appropriation, disposal, and sale of any lands vested in them.

3. To authorise the Corporation to purchase and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part or parts of any houses or buildings without being required or compelled to purchase the whole.

4. To authorise the Corporation to deviate from the lines and levels of the intended works both laterally and vertically to such extent as the Bill may prescribe.

5. To make better provision with regard to streets and buildings within the borough, and particularly in the following respects, namely:— Power to provide for intersecting streets, and declare where new streets begin or end; and as to repair of vaults, &c., under streets. To prohibit the deposit of building materials or excavations without the consent of the Corporation. To authorise the sale of old materials in street works. To provide for the recovery of damage caused by excavations in footways. To authorise the Corporation to alter names of streets, and to require the names to be put up and houses to be numbered. To provide for the temporary stoppage of streets. To provide that in executing works for an owner of property the Corporation are not to be liable for damage except in case of negligence. To require the elevation of buildings erected on front lands to be subject to the approval of the Corporation. To make provisions with reference to the height of chimneys and what are to be deemed new buildings, and also to prescribe the conditions upon which temporary or movable buildings may be erected or set up in the borough. To prohibit cellars in parts of the borough liable to floods, and to prevent building over passages.

6. To enlarge the powers of the Corporation in regard to their mineral springs and wells, to erect new and enlarge and improve existing pump rooms and other buildings, and accommodation in connection therewith, to alter the present charges for admission, and to authorise increased or other charges.

7. To authorise the Corporation to order that houses may be drained by a combined operation, and to define what is a private drain. To make provisions for preventing soil and sand being washed into streets, and to authorise the Corporation to make communications between private drains and sewers, and to require a deposit. To provide for the lopping of trees and shrubs overhanging streets and footpaths, and for the covering in of ditches or watercourses adjoining building land. To provide also that any watercourse which is so choked up as to obstruct the proper flow of water shall be deemed a nuisance under the Public Health Act, and to make the provisions of that Act applicable, and to authorise the Corporation to take proceedings for preventing obstructions in watercourses, and to require that dangerous places shall be repaired or enclosed, and to prohibit coal shoots and cellar gratings.

8. To make further provision with regard to the sanitary condition and public health of the borough, and particularly to require that soil pipes shall be ventilated, and that rain-water

pipes shall not be used as soil pipes, with summary power to provide sinks or drains for buildings, and to extend the meaning of Section 41 of the Public Health Act, 1875, so as to apply to combined drainage. To provide that urinals shall not be placed in public places without the consent of the Corporation. To authorise the Corporation to provide ambulances, and to make provision as to houses without a water supply, and to require owners or occupiers of houses to permit application of test to their drains, and to execute works if drains found defective. To require that any reconstruction or alteration of drains shall only be done in accordance with the bye-laws of the Corporation, and to impose penalties where there has been improper construction or repair of water closets or drains, and also for wilful damage to water closets or drains. To empower the Corporation to cleanse, purify, or destroy articles which are in a filthy condition or dangerous to health, and to authorise the Corporation to compensate the owner for any articles destroyed, to empower the Corporation to require old drains to be laid open for examination by the surveyor before any communication is made between them and the public sewers, and to extend the definition of nuisance under the Public Health Act so as to include any cistern, gutter, drains, shoot, stack pipes, or down pipes, and any deposit of material. To empower the Corporation to appoint more than one Inspector of Nuisances.

9. To prohibit or regulate the erection of advertising hoardings or structures, and to make other provisions in regard to street advertisements and hoardings.

10. To prohibit street musicians in certain streets or places, to provide for the better protection of the Stray, and to regulate the traffic in certain streets.

11. To make further provision with reference to infectious disease, and especially that dairymen shall notify all cases of infectious disease occurring amongst their servants, and all cases of tuberculosis amongst their cows, and to prohibit any infected person carrying on business; to make provision for compensating dairymen and nurses; to provide that, in certain cases, the principal of a school may be required to furnish a list of pupils; to authorise the Corporation to pay the expenses of persons in hospitals; to protect against infection spreading by means of books in public libraries; to empower the Corporation to provide nurses, and charge for services, and to make bye-laws for regulation of infectious hospitals.

12. To make the Corporation the police authority for the borough, and to transfer to the Corporation so much of the police force, stations, property, powers, and interests of the County Council of the West Riding of York as is or might reasonably be allocated to the borough, and to authorise the Corporation to exercise all the powers and perform all the duties and obligations exercisable by a Corporation that has its separate police force.

13. To make provision with regard to police matters within the borough, and particularly to declare that unfenced ground shall be deemed to be a street for certain purposes; to prohibit indecent shows, and regulate sales in streets, menageries and caravans, and as to leading and driving cattle; to authorise the licensing of shoeblacks; to empower constables to enter houses in case of fire; and that captain of fire brigade shall have control of operations at fires.

14. To empower the Corporation to raise money for the purchase of land for street widening, for

police purposes, and for the other purposes of the Bill.

15. To empower the Corporation to charge the moneys borrowed for the purposes of the Bill by mortgage or other means on the Borough Fund and Borough Rate, and on the District Fund and General District Rate, and the other properties, funds, rates, and revenues of or under the control of the Corporation, or on any of the properties, funds, rates, and revenues aforesaid as they may determine.

16. To make further and better provision in regard to the making, levying, and recovery of rates and the assessment of property within the borough; to provide that the Corporation may collect all rates (including the Poor Rate) within the borough, and the manner in which this shall be done.

17. To provide for the retirement or removal and the consequent compensation of Assistant Overseers and Poor Rate Collectors, and the making and confirming of agreements relating thereto, and to empower the Local Government Board to prescribe the form of demand note for rates in the borough.

18. To empower the Corporation to invest their Sinking Funds in the rates or other securities of any Corporation, including those of the Corporation, and to include in all mortgages granted by the Corporation, as further security for moneys borrowed by them, the corporate estate and all properties and the rents and profits thereof belonging to the Corporation.

19. To authorise trustees to invest moneys in securities of the Corporation.

20. To enable the Corporation to insert in the Rate Books all new buildings erected during the currency of any rate, to limit the period during which compositions on rates payable in respect of cottages shall be allowed.

21. To enable the Corporation to make bye-laws with reference to other matters, and to enforce same, and to impose penalties for any breach thereof, and to provide for the recovery of such penalties.

22. To confirm or otherwise give effect to any agreements which may be made before the passing of the Bill touching any of the matters mentioned or contained in this Notice.

23. To incorporate with the Bill, or make applicable thereto, with such alterations, modifications, or exceptions as may be deemed necessary or expedient, all or some of the provisions of the Lands Clauses Acts; and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during the construction of the intended works. the Local Loans Act, 1875; the Municipal Corporations Act, 1882; and the Public Health Acts, and of any Acts amending or extending the same Acts respectively.

24. To alter, amend, extend, incorporate or repeal the provisions of the local Acts, and any other Acts or Orders relating to the borough so far as the provisions of the local Acts and any other may be necessary for effecting any of the purposes of the Bill, to vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, and also showing the lands intended to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, and a copy of this

Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield, and with the Town Clerk of Harrogate, at Harrogate.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1900.

J. TURNER TAYLOR, Town Clerk, Harrogate, Solicitor for the Bill.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Benfieldside Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the City of Lincoln, Electrical Engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the urban district of Benfieldside, in the county of Durham; Power to Construct Works; to Make Charges; to Acquire Lands; to Make Arrangements with Local Authorities; to Open Streets; to Erect and Lay Electric Lines; and other Purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the city of Lincoln, electrical engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-upon-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, and 1899, for all or some of the following purposes (that is to say):—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof (that is to say):—

The urban district of Benfieldside, in the county of Durham.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Front street from Well Lodge to Shotley-bridge, Snowgreen-road, from Snowgreen to Shotley-bridge, Benfieldside-road, from Durham-road to Snow-hill, Durham-road,

from Miners' Arms to Black Fine, and Derwent-street.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways, and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets.—Park-street, John-street, Hawthorn-street, Railway-terrace, West-row, Bottle-bank, Walton-street, Baxton-road, Silver-street, Middle-street, William-street, Plantation row.

Railways.—North Eastern Railway.

Tramways.—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some

of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Durham, at his office at Durham, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at Mr. Albert Coxons, Blackfines, Blackhill (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Birkdale Tramways.

(Construction of Additional Tramways; Electrical Equipment of existing Tramways; Gauge; Motive Power; Power to Open and Interfere with Streets; Tolls, etc.; Generating Station; Power to Lease; Amendment of Acts, etc., etc.).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by the Birkdale Urban District Council (hereinafter called "the Council"), for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following (that is to say):—

To authorise the Council to construct and maintain in the Urban District of Birkdale, in the county of Lancaster, the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, works, and conveniences connected therewith or incidental thereto, for working the same by animal, electrical, or any other mechanical power (that is to say):—

Tramway No. 1, commencing in Aughton-road by a junction with the existing tramway at a point 10 yards north-west of the junction of York-road with Aughton-road, passing thence along Aughton-road, Upper Aughton-road, and Everton-road, and terminating in the last-mentioned road at a point 10 yards south of the junction of that road with Upper Aughton-road.

Tramway No. 1 will be a single line, except at the following place, where it will be a double line.

In Upper Aughton-road, between points distant respectively 30 yards, measured in a northerly direction, and 36 yards, measured in a southerly direction, from the point of junction of Alma-road with Upper Aughton-road.

Tramway No. 1A (a single line), commencing in Upper Aughton-road by a junction with Tramway No. 1, at a point 20 yards from its termination as above described, passing thence into Walton-road, and terminating in that road by a junction with the existing tramway, at a point 14 yards north of the junction of Upper Aughton-road with Walton-road.

Tramway No. 2, commencing in York-road by a junction with the existing tramway at a point 12 yards north-east of the junction of Wold-road with York-road, passing thence along York-road, Trafalgar-road, Grosvenor-road, Crescent-road and Liverpool-road, and terminating in that road by a junction with the existing tramway at a point 14 yards north of the junction of Crescent-road with Liverpool-road.

Tramway No. 2 will be a single line, except between the following points, where it will be a double line:—

(A) In Trafalgar-road, between points distant respectively 43 yards, measured in a northerly direction, and 23 yards, measured in a southerly direction, from the junction of Trafalgar-road with Belgrave-road.

(B) In Grosvenor-road, between points distant respectively 140 yards and 74 yards, measured in an easterly direction, from the junction of Grosvenor-road with Trafalgar-road.

(C) In Crescent-road, between points distant respectively 36 yards, measured in a westerly direction, and 30 yards, measured in an easterly direction, from the junction of Walmer-road with Crescent-road.

Tramway No. 2A (a single line), commencing in Crescent-road by a junction with Tramway No. 2, at a point 34 yards from its termination, passing thence into Liverpool-road, and terminating in that road by a junction with the existing tramway, at a point 30 yards south of the junction of Crescent-road with Liverpool-road;

Tramway No. 3 (a single line), commencing in Liverpool-road south by a junction with the existing tramway, at a point 16 yards north of the junction of Liverpool-road south with Shaw's-lane, passing thence into Shaftesbury-road, and terminating in the last mentioned road, at a point 129 yards south, the junction of Shaw's-lane with that road.

In the following places it is proposed to lay the above tramways, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the side of the road hereinafter mentioned, or, if no side is mentioned, on both sides of the road (that is to say):—

Tramway No. 1, in Aughton-road and Upper Aughton-road, for the whole length of the said tramway.

Tramway No. 2 (A), in Trafalgar-road, between points distant respectively 43 yards measured in a northerly direction, and 23 yards measured in a southerly direction from the junction of Trafalgar-road with Belgrave-road.

- (B) In Trafalgar-road, between points distant respectively 107 yards and 76 yards measured in a northerly direction from the junction of Trafalgar-road with Grosvenor-road;
- (C) In Grosvenor-road, between points distant respectively 140 yards and 74 yards, measured in an easterly direction from the junction of Grosvenor-road with Trafalgar-road.
- (D) In Crescent-road between points distant respectively 36 yards measured in a westerly and 30 yards measured in an easterly direction from the junction of Walmer-road with Crescent-road.

Tramway No. 3.—In Shaftesbury-road from its junction with Shaw's-lane to a point 129 yards to the south thereof.

The tramways are intended to be constructed on a gauge of 4 ft. 8½ ins., and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To authorise the Council to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gaspipes, telegraphs, telephones, electric and other apparatus for the purposes of the intended Order.

To empower the Council to make such alterations of any existing tramways belonging to or purchased by the Council (hereinafter referred to as "the existing tramways"), or any part or parts thereof, and to execute all such works on or in connection therewith, and in over or under the streets or roads in which the same are laid, as may be deemed necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as may be prescribed or authorised, or provided for by the intended Order.

To authorise the Council, for the purposes of the said Order, in or upon the land hereinafter described, to construct, maintain, and use a station or stations for generating electric power, with all necessary buildings, works, engines, dynamos, apparatus, and machinery for that purpose.

The land hereinbefore referred to is—

A certain piece or parcel of land containing 5 acres or thereabouts, situate in the Urban District of Birkdale, and now in the occupation of Robert Rimmer and John Coke, bounded on the north-east in part by the road leading from Shaftesbury-road to Todds' Farm, and in other part by the fields numbered 246, 195, 193, and 191, on the 25-inch Ordnance map (1893 edition), on the south-east by Sandy Brook, on the south-west in part by the fields numbered 191, 192, and 196 on the said 25-inch Ordnance map (1893 edition), and in other part by the Sand Hills, and on the north-west by the rear of the gardens of houses fronting to and numbered 19 to 43 inclusive Shaftesbury-road.

To empower the Council to work and use the existing and proposed tramways, or any of them, by means of carriages, trucks and vehicles propelled by electrical power applied on the overhead system or otherwise, or any other mechanical power, and for that purpose, or any purpose appurtenant or ancillary thereto, to confer on the Council such rights, powers and privileges as may be necessary or expedient for carrying into effect the purposes of the Order; and in particular power to enter upon and open the surface of, and to lay down on, in, under, or over the surface of any street, road, or place, such posts, wires, tubes, mains, plates, boxes, or apparatus, and to

make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets and fittings as may be necessary or convenient either for the actual working of the said tramways, or for providing access to or in connection within any engines, machinery or apparatus, or for connecting any portions of such tramways; and to empower the Council, for the purpose of working the said tramways, to erect engines and machinery, and to acquire, hold and use patent and other rights and licenses in relation to any such electrical power.

To empower the Council from time to time, and either temporarily or permanently, to make, maintain, alter, remove or abandon such tramways, crossings, passing places, deviations, sidings, junctions, curves, turnouts, turn-tables and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the existing or proposed tramways, or any of them, or otherwise in the interests of the Council, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, stations, works or buildings of the Council, and to enable the Council to make junctions and connections of the said tramways with any other tramways.

To empower the Council to make such additional crossings, passing places, sidings, and junctions, and to double such of the existing lines as may be convenient for the purposes of the Order.

To enable the Council to levy tolls, rates, and charges for the use of the tramways, and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemption from the payment of such tolls, rates, and charges.

To reserve to the Council the exclusive right of using on the proposed tramways engines and carriages with flange wheels, or wheels specially or particularly adapted to run on a grooved edge or other rail.

To enable the Council from time to time, for the purposes of the existing or proposed tramways, to purchase by agreement, or to take any lands or buildings, or any easements over lands or buildings, and to erect offices, buildings, and other conveniences on any such lands, including stations for the generating and distribution of electrical energy and power for any of the purposes of the proposed Order.

To incorporate in the Order, and extend and apply to the existing or proposed tramways and works, all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act, and of the several Orders relating to the existing tramways, and of the Locomotive Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, and all other Acts and Orders (if any) relating to, or which may be affected by or interfere with, the objects of the intended Order.

To empower the Council, notwithstanding the provisions of Section 19 of the Tramways Act, 1870, to grant a lease of the existing and proposed tramways to any company for any term not exceeding 35 years, and to empower the Council to enter into any agreements with reference thereto, and to confirm and give effect to any agreements already entered into.

And notice is hereby further given, that plans and sections of the proposed tramways and works and a copy of this Notice, as published in the

London Gazette, will be deposited on or before the 30th day of November instant at the office of the Board of Trade, Whitehall-gardens, London; in the office of the Clerk of Parliaments, House of Lords, and in the Private Bill Office of the House of Commons, and for public inspection with the Clerk of the Peace for the County of Lancaster at his office at Preston, with the Clerk of the Urban District Council of Birkdale at his office at Birkdale, and with the Parish Clerk of the Parish of North Meols at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft of the intended Order when deposited, and of the Order when made, will be deposited at the office of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next, and copies of such representation or objections must at the same time be sent to the Council, and in forwarding to the Board of Trade such objections the objectors or their Agents should state that a copy of the same has been sent to the Council or their Agent.

Dated this 20th day of November, 1900.

JOHN SMALSHAW, 163, Lord-street,
Southport, Solicitor.

SYDNEY MORSE, 37, Norfolk-street, Strand,
London, W.C., Parliamentary Agent.

In Parliament.—Session 1901.

Rhyl Improvement.

(Consolidation and Amendment of Rhyl Improvement Acts, 1852, 1872 and 1892; Construction of New Waterworks; Appropriation of Waters; Diversion and Stopping up of Roads and Footpaths; Prevention of Pollution; Increased Rates; Purchase of Pier; Power to Erect Pavilions and Jetties; Maritime Boundary; Sea Water Supply; Markets and Slaughterhouses; Streets and Buildings; Sanitary Provisions; Recreation Grounds; Police Clauses; Hackney Carriages; Power to Borrow Money and Levy Rates, and as to Rating New Buildings; Power to Advertise and Grant Gratuities; Bye-laws; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given that the Urban District Council of Rhyl, in the County of Flint (in this Notice referred to as "the Council"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for an Act for the following, or some of the following, amongst other purposes (that is to say):—

1. To authorise the Council to construct and maintain wholly in the County of Denbigh the following works, or such of them, or such part thereof respectively as the Bill may define, namely:—

Work No. 1.—A reservoir to be called the Dolwen Reservoir wholly situate in the townships of Carwedfynydd, Bodysgawen and Dinasgadfael or some or one of them in the parish of Llanefydd, otherwise Llanyfydd, such reservoir to be formed by means of an embankment or dam across a stream, commonly called or known by the name of Dolwen, otherwise Caeren, otherwise Nantllwyd (hereinafter called the said stream),

at a point 7 chains, or thereabouts, higher up such stream than the point where the road leading from the farmhouse called Blaenyweirglodd to Llanefydd village crosses such stream, and extending for a distance of 6 chains, or thereabouts, in an easterly direction, and 4 chains, or thereabouts, in a westerly direction from the said stream, such reservoir extending in a south-easterly direction up the said stream for a distance of 13 chains, or thereabouts, from the said embankment.

Work No. 2. An aqueduct conduit or line of pipes (situate wholly in the parish of Llanefydd) commencing in the Dolwen Reservoir (Work No. 1), and terminating in the existing Plasuchaf Reservoir belonging to the Council.

2. To authorise the Council to construct all such dam, cuts, channels, adits, catchwaters, aqueducts, culverts, bridges, tunnels, drains, sluices, valves, byewashes, stream diversions, weirs, gauges, reservoirs, filter beds, tanks, cisterns, basins, walls, roads, embankments, approaches, fences, buildings, houses, engines, pumps, machinery and appliances as may be necessary or expedient in connection with the before-mentioned works, and for enabling the Council to impound, collect, utilise, and supply the waters to be taken under the powers of the Bill and for any of the purposes of their undertaking.

3. To authorise the Council to deviate from the lines and levels of the proposed works shown on the plans and sections, to be deposited as hereinafter mentioned, to any extent to be defined by the Bill or to be prescribed by Parliament.

4. To enable the Council, subject to the provisions of the Bill, and except as will be therein expressed and excepted, to collect, impound, divert, take, use, and appropriate for the purposes of the proposed works and of the Council's water undertaking, all such brooks, streams, springs and waters as can or may be intercepted or taken by the intended works, or as may be found in, on, or under any of the lands for the time being, belonging to the Council, or over or in respect of which they have or may acquire easements, and particularly the waters of the following stream, namely, the Dolwen, otherwise Caeren, otherwise Nantllwyd, which flows directly or indirectly into the River Elwy thence into the sea, and all the tributaries, springs and waters of the said stream, at and above the points at which they are intercepted by the several works hereinbefore described.

5. To make provision with reference to the quantity or amount of compensation (if any) by water or otherwise to be given by the Council in respect of the proposed taking, or impounding, or diverting of waters under the powers of the Bill for the benefit or protection of the owners, lessees and occupiers of mills and works and other persons interested in the waters to be so taken, impounded, or diverted.

6. To discontinue as public highways and to vest in the Council the site and soil of the portions of all public or other roads and footpaths, shown upon the plans to be deposited as hereinafter mentioned as intended to be stopped up or diverted under the powers of the Bill and to extinguish all rights of way in or over any lands which may be taken under the powers of the Bill, and to provide for the maintenance and repair of the new or diverted portions of roads by and at the expense of the road authorities or other persons respectively who are for the time being legally liable for the repair and maintenance of the portions of

roads so diverted, or as may be prescribed by the Bill.

7. To authorise the Council to lay down, maintain, alter, repair and renew mains, pipes, culverts, and other works for the supply of water in, under, along, through, over and across, and for that purpose to open, break up, alter, divert, stop up, and interfere with, either permanently or temporarily, public and other roads, streets, lanes, highways, footways, thoroughfares, railways, tramroads, tramways, watercourses, streams, bridges, sewers, drains, gas and water mains and pipes, telegraphic, telephonic and electric pipes, lines, wires, posts and apparatus, and any other works, land, or place in, under, along, or over any such roads, streets, lanes, highways, footways, or thoroughfares.

8. To enable the Council, to purchase and take by compulsion or agreement, and to take on lease and hold, lands, buildings, streams, waters, and other property, and any rights or easements therein, thereunder, or thereover for the purposes of the proposed works, and of the Bill, or of their undertaking, and to vary or extinguish all or any rights or easements in, over, or affecting any such lands, buildings, streams, waters, and property, and to acquire, by compulsion or agreement, easements to lay conduits or pipes in, through, or upon lands, with power to inspect, repair, enlarge, renew, and maintain the same, and to enable the Council to sell, lease and dispose of lands and buildings, and to hold any lands, commonable or otherwise, which they may acquire under the powers of the Bill, free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

9. To authorise the temporary occupation and use of lands, common or otherwise, houses, buildings, easements and hereditaments for obtaining material for the construction of works and other purposes of the Bill, and to incorporate, with such variations and amendments as may be proper or requisite, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary use and occupation of lands, or to make other provisions with reference thereto.

10. To make such provisions as may have been or may be agreed upon, or as may be prescribed or authorised by the Bill, for the protection and benefit of the landowners and millowners and any other persons and bodies whose property, rights, powers or interests will or might be affected by the execution of the powers of the Bill and of their property, rights, or interests, and to authorise or confirm or give effect to any arrangements or agreements which may have been or may be entered into between the Council and such landowners, and millowners, and other persons or bodies, or some or any of them.

11. To authorise the Council to enter into agreements with the owners, lessees and occupiers of lands within the gathering area of the reservoirs of the Council as to the construction by the Council of such drains and other works as may be required for the better and more effectual drainage of such lands.

12. To make provision for the protection of the works and water supply of the Council and for preventing frauds and abuses and the waste, misuse, and undue consumption of their water, and for preventing the fouling or contamination of any waters from which the Council derive any of their water supply, and for the imposition and recovery of penalties, and to make bye-laws and regulations for the purposes aforesaid, and otherwise for the prevention of nuisances over or

in respect of any lands situate within the gathering area of the reservoirs of the Council.

13. To constitute the proposed works for all purposes a part of the water undertaking of the Council.

14. To empower the Council to fix, levy, and recover rates, rents, and charges, for the supply of water and for the hire of meters and fittings, and to increase or alter the rates, rents, and charges authorised by the local Acts.

15. To define the maritime boundary of the district, and to appoint the Council, the Harbour Authority thereof, and for the River Clwyd or Foryd, and to authorise the Council to construct groins, jetties, landing stages, embankments, piers, steps, wharves, and apparatus for landing or embarking passengers or goods on or from vessels, ships, and boats, and otherwise in connection with the esplanades and sea walls belonging to the Council.

16. To authorise the Council to dredge, scour, and deepen, the bed of the River Clwyd or Foryd, and the foreshore of the sea in connection with any works of the Council, or for the improvement of the navigation.

17. To empower the Council to purchase by agreement, or otherwise, the undertaking of the Rhyl Pier Company and the Rhyl Bridge Company, and to provide for the transfer of the undertakings, or either of them, to the Council, and the maintenance of the same by the Council, and for the winding up and dissolution of the said Companies.

18. To authorise the Council to construct pavilions and other buildings upon the pier, if and when the same may be acquired by the Council.

19. To enable the Council to supply sea-water throughout the district, and to erect pumping stations and other works in connection therewith, and to charge for such supply.

20. To make further provision with regard to markets and slaughter-houses, and particularly to empower the Council to take possession of stalls in the market on non-payment of rent, and to amend the rates and tolls now levied by the Council. To provide that no licensed hawkers shall sell or expose for sale any victuals, refreshments, provisions, food, or drink, and to impose penalties in breach thereof.

21. To prohibit the slaughtering of cattle and other animals in private slaughter-houses after the Council have provided a public slaughter-house, and to make provision with regard to licensed and registered slaughter-houses.

22. To make further provision with regard to the local government of the district, and particularly with reference to streets and buildings, sanitary provisions, recreation grounds, police, hackney carriages, and other matters affecting the well-being, health, and improvement of the district.

23. To provide that the approval of plans shall be void after a certain interval, and that the Council may retain plans deposited with them, to provide that no buildings are to be erected in a new street until it has been properly defined and kerbed, that intersecting streets shall be provided, that watercourses or ditches adjoining building land shall be covered in, and empowering the Council to declare where streets are to begin or end.

24. To authorise the Council to lop or cut trees, hedges, or shrubs, overhanging any public footpath, to provide that deposits of building material or excavations are not to be placed in any street without the consent of the Council, to prescribe conditions on which crossings for horses and vehicles over footways may be constructed, and that gardens and forecourts are to be fenced off from streets,

25. To require that the elevation of buildings fronting on approved streets shall be subject to the sanction of the Council, to prescribe the height of buildings and make provisions as to the discharge of steam and smoke, to authorise the Council to make bye-laws with regard to building materials and to prohibit the formation of a cul-de-sac, and to provide that every continuation of an existing street shall be deemed to be a new street, to authorise the Council to require the construction of an enlarged sewer in new streets and that old drains shall be laid open for examination by the Surveyor before any communication with an existing sewer is made, to require notice to be given in event of suspension of the work of laying out a new street or the erection of a new building, to empower the Council to attach brackets, wires, and apparatus to buildings, to extend the provisions of the Towns Improvement Clauses Act, 1847, with reference to dangerous structures, to make provision with regard to the stacking of wood and timber, to enact what are to be deemed to be new buildings, and to make provisions as to temporary and moveable buildings, and to authorise the Council to pull down or remove same in certain events with power to sell the materials thereon, to provide that undertakings shall be binding upon owners and their successors and all persons claiming through or under them, to impose penalties in case of breach of any bye-laws made by the Council under the provisions of the Bill.

26. To authorise the Council to order that two or more houses may be drained by a combined operation, and to make bye-laws for securing the cleansing of cisterns and to prevent pollution, to impose a penalty where a dwelling-house is not provided with a proper sufficient water supply, to require urinals to public-houses and other places, and to prohibit urinals being erected in public places without the consent of the Council, to authorise the Council to require water-closets to be provided in new buildings, and to make regulations as to pails and tubs for privies; to empower the Council to take proceedings for prevention or obstruction in watercourses, and to impose a penalty on persons throwing rubbish or other solid matter into watercourses; to authorise the Council to cleanse, repair, and maintain watercourses; to execute necessary works, and to provide lavatories and closet accommodation under streets.

27. To empower the Council to require persons engaged in washing and mangling clothes, to furnish list of owners of clothes in certain cases, and to require dairymen to furnish list of customers, to authorise the Council to cleanse, purify or destroy articles of bed and body clothing in a filthy or dangerous condition, and to explain the meaning of Section 124 of the Public Health Act, 1875, to require dairymen to notify infectious disease existing among their servants, and to prohibit persons suffering from infectious disease from carrying on any business.

28. To make provisions to secure the prevention of tuberculosis.

29. To make provision with regard to the milk supply of the district and to impose a penalty for selling the milk of diseased cows, and on failing to isolate diseased cows; dairymen to notify infectious disease existing among their servants; prohibition on infected persons carrying on business; obligation to notify cases of tuberculosis; power to take samples of milk and to inspect cows.

30. To make provision for the prevention of

infectious disease, and particularly against infection by means of books from lending library; and for principal of school furnishing list of pupils in certain cases; to provide that Council may pay expenses of persons in hospital and may provide nurres and pay them compensation, and empowering the Council to make bye-laws regulating infectious hospitals.

31. To make provision with regard to recreation grounds, belonging to or which may be acquired by the Council, and particularly to enable the Council to erect pavilions and other buildings and charge for admission thereto, with power to let same and provide entertainments therein, to provide seats and chairs and charge therefor and make bye-laws in respect thereof; to set apart and close certain parts of recreation grounds for games, and to provide apparatus for games; to make further provision with regard to police matters in the district, and particularly to prohibit indecent shows and betting.

32. To make provision with regard to hoardings and other structures used for advertising purposes, and as to sky-signs and prevention and removal of projections over streets, to extend the powers of the police over the piers, promenades, and recreation grounds and any unfenced grounds, to make bye-laws with regard to shows and caravans, and also with regard to the collection of money in streets and other places, and the regulation or prohibition of street musicians, to extend the provisions of Section 87 of the Rhyl Improvement Act, 1872, so as to include among the offences dealt with under that section persons throwing or scattering handbills, circulars, advertisements, or other things, and persons who tout or solicit for custom in respect of lodging-houses, hotels, or other businesses or trades, or for hackney carriages, brakes, omnibuses, or other vehicles, to make bye-laws for prohibiting street cries or with reference thereto, and to make provisions for licensing shoelacks and town criers.

33. To make further provision with regard to hackney carriages, and empower the Council to appoint an Inspector, and define his powers, also as to public vehicles taken or hired at railway stations, and as to the use of stands on Sundays.

34. To empower the Council, for the purposes of the Bill, to raise further moneys and to charge the same by mortgage or other means on the district fund and the general district rate and upon the water undertaking and the revenue thereof and the revenue and rates and revenues of or under the control of the Council, or on any of the rates, revenues, or funds aforesaid as they may determine.

35. To incorporate with the Bill, or make applicable thereto, with such alterations, modifications, or exceptions as may be deemed necessary, all or some of the provisions of the Lands Clauses Acts and the Waterworks Clauses Acts, 1847 and 1868, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Acts, and of any Act extending or amending the same Acts respectively, and, if thought fit, to exempt the Council from the provisions of Section 35 of the Waterworks Clauses Act, 1847.

36. To alter or amend the provisions of the Local Acts, and any other Acts or Orders relating to the Council.

37. To vary or extinguish all rights and privileges inconsistent with or which would or

might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

And notice is also hereby given that, on or before the 30th day of November instant, plans and sections of the works intended to be authorised by the Bill, showing the lines and levels thereof, and showing also the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Denbigh, at his office at Ruthin, and with the Clerk to the Urban District Council of Rhyl, at his office at Rhyl, and with the Clerk of the Parish Council of Llanefydd, at his residence.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 10th day of November, 1900.

ARTHUR ROWLANDS, Clerk to the Council,
Rhyl.

BAKER, LEES, and Co., 54, Parliament-
street, Westminster, Solicitors and
Parliamentary Agents.

In Parliament—Session 1901.

Oswaldtwistle Improvement.

(Maintenance and Improvement of Existing Waterworks; Acquisition of Lands; Rates and Charges; Prevention of Pollution; Provisions with regard to Streets and Buildings, Private Street Works, Markets, Fairs, and Slaughterhouses; Sanitary Matters; Common Lodging-houses; Tuberculosis and Milk Supply; the Prevention of Infectious Disease, and as to Recreation Grounds and other matters affecting the good government, health and improvement of the District; Power to Borrow; Rates, Incorporation, Repeal and Amendment of Acts).

NOTICE is hereby given that the Urban District Council of Oswaldtwistle, in the County Palatine of Lancaster (in this Notice referred to as "the Council"), intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for an Act for the following, or some of the following, amongst other, purposes (that is to say):—

To authorise the Council to improve, enlarge, and maintain their existing reservoir, and to make provision for the prevention of any pollution.

To enable the Council to purchase and take on lease and hold, lands, buildings, streams, waters, and other property, and any right or easements therein, thereunder, or thereover for the purposes of the proposed works, and of the intended Act, or of their undertaking, and to vary or extinguish all or any rights or easements in, over, or affecting any such lands, buildings, streams, waters, and property, and to acquire, by compulsion or agreement, easements to lay conduits or pipes in, through, or upon lands, with power to inspect, repair, and maintain the same, and to enable the Council to sell, lease and dispose of lands and buildings, and to hold any lands, commonable or otherwise, which they may acquire under the powers of the intended Act, free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

To authorise the Council to levy rates and charges for the supply of water, meters and fittings, and to increase, alter or reduce the existing rates or charges.

To make further and better provision for

the local government of the district and particularly with regard to streets and buildings, private street works, markets, fairs and slaughterhouses, sanitary matters, common lodging houses, tuberculosis, and the supply of milk, the prevention of infectious disease, recreation grounds, and other matters affecting the well-being, health and improvement of the district.

To provide what are to be deemed to be new buildings that approval of plan shall be void after certain intervals; as to plans deposited with the Council; that no buildings are to be allowed until street formed; as to intersecting streets; power to vary position or direction of new streets; continuations of existing streets to be deemed new streets; crossings for horses or vehicles over footways; Council may declare where streets begin and end; Council may define future line of streets; and that deposit of building materials or excavations is not to be placed on roadway without consent of Council.

To make provision as to temporary and moveable buildings, and power to sell materials of temporary buildings; that the elevation of buildings erected on front land is to be subject to approval of Council; to provide for publication of orders for works; and authorise the Council to charge for supervision in addition to costs of works and to recover damage caused to footways by excavations and as to repairing or enclosing dangerous places.

To make provision as to coal shoots, and power to prohibit cellars in districts liable to floods; as to height of buildings and chimneys; yards to be paved; and entrances to courts not to be closed.

To make additional provision with regard to the execution of private street works in the district and particularly as to the amendment of plans, the apportionment of expenses and final apportionment and recovery of expenses and power to charge same on premises; power to enter into possession where the owner fails to pay his proportion of new streets or other expenses, and as to application of rents and profits received; as to temporary repairs to private streets; to provide that agreements may be made as to apportionment of private improvement expenses and to provide also for recovery of private improvement expenses.

To define limits of markets and fairs, and to make special provisions as to local fairs, and especially to empower the Council to continue and establish markets and fairs; markets not to be held except by Council or their licensees; power to construct markets and to take tolls, and for weighing and measuring. To provide for market tolls for stalls, to be payable by successive occupiers and by successive sellers of articles: power to take possession of stalls for non-payment of rent, and to let market premises and tolls of markets; leases of tolls not to be assigned; saving for pedlars and horse dealers; forfeiture of articles left in markets; regulation of shows, caravans, by Council; Council may erect lodges; slaughtering prohibited except in Council slaughter-houses when provided, and provisions as to leading or driving cattle.

To empower the Council to require water-closets or waste water-closets for new buildings, and to require conversion of existing earth-closets or privies into water-closets; Council may order houses to be drained by a combined operation, and provisions as to separate sewers; to authorise inspection and examination of drains; charge for emptying privies of trade refuse; Council may require old drains to be laid open for examination by Surveyor before communicating with sewers and as to reconstruction of drains,

and to empower the Council to take proceedings for preventing obstruction in watercourses.

To make provision with regard to common lodging-houses and regulations as to common lodging-house keepers, with penalties on unregistered common lodging-house keepers and power to refuse registration; sanitary accommodation to be provided in common lodging-houses and provisions as to night shelters.

To make provision as to tuberculosis and the milk supply of the district and to impose a penalty for selling the milk of diseased cows, and on failing to isolate diseased cows; dairymen to notify infectious disease existing among their servants; prohibition on infected persons carrying on business; obligation to notify cases of tuberculosis; power to take samples of milk and to inspect cows and to take samples of milk; cowkeepers and others to furnish lists of customers in certain cases and empowering Council to pay compensation to dairymen.

To make provision for the prevention of infectious disease and particularly against infection by means of books from lending library; to provide that Council may pay expenses of person in hospital and may provide nurses and pay them compensation; byelaws regulating hospitals; articles of bed and body clothing to be purified; wake not to be held over body of person dying of infectious disease; explaining Section 124 of Public Health Act, 1875, and to provide for principal of school furnishing list of pupils in certain cases and defusing infectious disease.

To make further provision as to recreation grounds, and particularly to empower the Council to accept and apply gifts of land for charitable and public purposes and to erect, maintain and let conservatories and refreshment rooms, also to set apart and close recreation grounds for games, and let pavilions; power to provide apparatus for games and charge for same; contribution to band of music; power to Council to appoint officers and provide chairs and seats for public use and charge therefor.

To authorise the Council to amend any rates and to provide for deficiency in revenues of undertakings; power to assess owners in certain cases; to authorise the Council to increase rates under Technical Instruction Act and Public Libraries Act, and to empower the Council to contribute towards insuring their servants against accident or loss.

To provide for street musicians to depart on request; to provide and maintain telegraphic or telephonic communication for fire brigade; to provide that undertakings given by owners shall be binding on their successors, and, providing as to how compensation is to be determined; Captain of fire brigade or other officer to have control of operations; power to police constable, &c., to enter and break open premises in case of fire, and provisions as to bye-laws.

To empower the Council, for the purposes of the Bill, to raise further moneys and to charge the same by mortgage or other means on the general district fund and the general district rate and upon the revenue of the waterworks' undertaking and the revenues thereof and the revenue and rates under the Bill or other fund, rates and revenues of or under the control of the Council, or on any of the rates, revenues, or funds aforesaid as they may determine.

To provide that moneys borrowed or to be borrowed by the Council shall not be calculated in the amount which they may borrow under the provisions of the Public Health Act, 1875.

To incorporate with the Bill, or make

applicable thereto, with such alterations, modifications, or exceptions as may be deemed necessary, all or some of the provisions of the Lands Clauses Acts and the Waterworks Clauses Acts, 1847 and 1863, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to roads and the temporary occupation of lands during the construction of the intended works, the Local Loans Act, 1875, and the Public Health Acts, 1875 and 1878, and of any Act extending or amending the same Acts respectively, and, if thought fit, to exempt the Council from the provisions of Section 35 of the Waterworks Clauses Act, 1847.

To alter or amend the provisions of the Oswaldtwistle Local Board Act, 1869, and any other Acts or Orders relating to the Council.

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1900.

B. T. WESTWELL, St. James-street, Accrington, Solicitor for Bill.

BAKER, LEES, and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Consett Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the City of Lincoln, Electrical Engineer, carrying on Business in Co-partnership under the Name or Style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the Urban District of Consett, in the County of Durham; Power to Construct Works; to Make Charges; to Acquire Lands; to Make Arrangements with Local Authorities; to Open Streets; to Erect and Lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the city of Lincoln, electrical engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, and 1899, for all or some of the following purposes (that is to say):—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts, within the area of supply

hereinafter mentioned, or some part or parts thereof (that is to say) :—

The urban district of Consett, in the county of Durham.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time :—

Parliament-street, Middle-street, Front-street, Sherburn-terrace, Prince's-street, Queen-street, King-street, Harvey-street, Medomsley-road, from Harvey-street to Bar House.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz. :—

Streets :—Buddle-street, Castleside-road, Consett Hall-road (portion of), Delves-lane, East-parade, Front-street, Harvey-street, Howdon-street, Heather-street, Knitsley-street, Medomsley-road, Park-road to its junction with Siemens-street, Pemberton-bank, Prince's-street, Queen-street, King-street, Ridley-street, Sherburn-terrace, and the continuation of road to Bradley-crossing, Sunderland-street, Taylor's-lane.

Railways :—The Consett Iron Company's Railways; the North-Eastern Railway.

Tramways :—None.

To authorise the Undertakers to acquire and hold patent rights and licenses in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity,

and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith; and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Durham at his office at Durham, and also at the office of the Clerk of the local authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the offices of the "Consett Guardian" newspaper, Consett (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Annfield Plain Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, Electrical Engineer; carrying on business in co-partnership under the name or style of the Northern Counties

Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the Urban District of Annfield Plain, in the county of Durham; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the city of Lincoln, electrical engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes, that is to say:—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof, that is to say:—

The urban district of Annfield Plain in the county of Durham.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Wolsingham-road from junction of Lobley Hill-road to East Castle, Lobley Hill-road from boundary near South-moor to Fondly Set-lane, Gorcock Hall-lane from Greencroft-cottages to Catchgate.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires

and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets:—Croft - terrace, Langley - terrace, Percy - terrace, Meldon - terrace, Dudley-terrace, Hawthorn - terrace, Sycamore-terrace, Back South View, Back Durham-road, Railway-street, back of Front-street, Pontop Cross-road, back of Pontop-road, Syke View, Serene-row, Clavinger-place, all in Annfield Plain, three squares (South Pontop), six rows (Annfield-place), two rows (Greencroft - cottages), two rows (East Castle-cottages), back of Front-street (Catchgate), three rows (East Pontop - cottages), two streets (South Medomsley-cottages (Dipton), Co-Operative-terrace (Dipton), Back Delight - rows (Dipton), Flint Hill - terrace (Dipton), three rows (White-le-Head-cottages), five rows (Dipton Wood-houses), Jackson's-square (Kyo), Quarry-row (Kyo), John-street (Kyo), Robert-street (Kyo), William-street (Kyo).

Railways:—The North Eastern Railway (Annfield Plain Junction, Pontop Colliery, and South Pontop Colliery); Messrs. Bowes and Partners, Limited, Railway (South Pontop Colliery, East Pontop Colliery and Harelaw-crossing).

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply, or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882, and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Durham, at his office at Durham, and also at the office

of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the office of Mr. T. L. Watchman, Harelaw, Annfield-plain (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co, 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Mond Gas.

(Incorporation of Company; Power to Acquire Lands and Construct Works; Power to Lay Pipes in Streets and Roads, and to Supply Gas for Power, Heating, &c.; Power to Levy Rates and Charges; Arrangements and Agreements with Local Authorities, Companies, and other Persons, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act for all or some of the following purposes (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to confer upon the Company all necessary and proper powers for the purposes hereinafter mentioned or some of them (that is to say):—

To authorise the Company to manufacture, sell and supply, within an area hereinafter defined, gas, and particularly the product commonly known as "Mond Gas," for motive or other power, heating, or for any other purpose to which such gas can be applied, except illumination, and to manufacture, supply, or let on hire, machinery and apparatus of any description for or in connexion with the aforesaid objects, or any of them.

To empower the Company to enter upon, take and use, compulsorily or otherwise, and to hold, for the purposes of the intended Act, the lands, buildings, and property, or some part or parts thereof, hereinafter described (that is to say):—

(a) Certain lands, buildings and property situate in the parish of Tipton, in the county of Stafford, containing 17 acres or thereabouts, bounded on the north by Workhouse-lane, on the east by Lower Church-lane and St. Martin's-churchyard, on the west and south by land belonging to or reputed to belong to Mr. Samuel Barnett, which lands extend from north to south for a distance of 400 yards or there-

abouts, having a frontage to Lower Church-lane of 195 yards or thereabouts.

(b) Certain lands, buildings and property situate in the parish of Tipton, in the county of Stafford, containing 22 acres or thereabouts, bounded on the north by land belonging to or reputed to belong to the Trustees of E. Fisher Smith, Esq., and by property fronting to Workhouse-lane, belonging or reputed to belong to Mr. Barnett, and the Trustees of Joseph George T. Smith, on the south by the London and North-Western Railway from Wolverhampton to Birmingham, to which railway it has a frontage of about 286 yards, and by Dixon's branch of the Birmingham Canal, on the west by the Tipton Urban District Council Gas Works, on the east by Churchyard-road, which lands extend from north-west to south-east for a distance of 545 yards or thereabouts, measured along a line parallel to the London and North-Western Railway.

(c) Certain lands, buildings, and property situate in the parish of Tipton, in the county of Stafford, containing 15 acres or thereabouts, bounded on the north by the London and North-Western Railway from Dudley to Wednesbury and by Sedgley-road, on the south and west by the upper level of the Birmingham Canal running from Birmingham to Wolverhampton, and having a frontage to such canal of about 430 yards, on the east by Coneygree-road, and having a frontage thereto of 225 yards or thereabouts, which lands extend from west to east for a distance of 1,400 feet or thereabouts.

(d) Certain lands, buildings, and property, situate in the parish of Bilston, in the county of Stafford, containing 26 acres or thereabouts, lying to the north of Mill-street (being a road leading from Gold-thorn-hill, Wolverhampton, to Bilston), and having a frontage to the said road of 430 yards or thereabouts, being bounded on the north by land belonging to, or reputed to belong to, Messrs. William Ward and Sons, on the west by the Birmingham Canal, the Bilston Gas Works, and by land belonging to, or reputed to belong to, Messrs. William Ward and Sons, and on the east by land belonging to, or reputed to belong to, Edwin Hickman, Esquire.

(e) Certain lands, buildings, and property, situate in the parish of Darlaston, in the county of Stafford, containing 16 acres or thereabouts, bounded on the north-west by the Fazeley branch of the Birmingham Canal running from Darlaston to Walsall, to which it has a frontage of about 234 yards, on the north-east by the London and North-Western Railway, running from Wolverhampton to Birmingham and Walsall, to which it has a frontage of about 350 yards, on the south by a road known as Back-lane, to which it has a frontage of about 276 yards, on the south-west by Heath-road, to which it has a frontage of about 260 yards, and by the Infectious Diseases Hospital of the Darlaston District Council, and on the west by the Nut and Bolt Works of Mr. Meyer.

(f) Certain lands, buildings, and property situate in the parish of Kingswinford, in the county of Stafford, containing 8 acres or thereabouts, bounded on the north by High-street, or a continuation of High-

street, Brockmoor, on the west by works belonging to Messrs. Roberts and Cooper, on the south by the Stourbridge Canal, and on the east by the Kingswinford branch of the Great Western Railway, and by works belonging to Messrs. John Hall and Company, the said lands extending from east to west for a distance of 275 yards or thereabouts.

(g) Certain lands situate in the parish of Smethwick, in the borough of Smethwick, in the county of Stafford, containing 30 acres or thereabouts, bounded on the north-west by the Stourbridge extension of the Great Western Railway, on the west by land belonging to, or reputed to belong to, the Birmingham Canal Navigations, on the south by property fronting to Great Arthur-street, on the south-east by the rear of property fronting to St. George's-street, on the north-east by Dartmouth-road, and having a frontage to the said road of 500 yards or thereabouts.

To empower the Company, upon all or any of such lands and premises, to erect, maintain, work and use all necessary producers, engines, works, machinery and plant necessary for or incidental to the manufacture and storage of Mond or other gas, and for the manufacture and conversion of all residual products arising from the manufacture of Mond or other gas, and to sell and deal in such residual products.

To enable the Company to open and break up the surface of and to alter and otherwise interfere with streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares within the district hereinafter specified, and to lay or place pipes, mains, and apparatus in, under, or above such streets, roads, highways, public and private roads, footpaths, pavements, vaults, and thoroughfares. And to alter or otherwise interfere with gas pipes, water pipes, telegraph and telephone wires or tubes, electric lines, sewers, and drains, and other mains, pipes, wires, and apparatus lying or being under, above, or on the surface thereof respectively, so far as may be necessary or desirable for the purpose of laying or placing such pipes, mains, and apparatus as may be necessary for the purposes of the Company's undertaking, and for the purpose of maintaining, repairing, removing, renewing, altering, or reinstating the pipes, mains, and apparatus of the Company, or for substituting others with powers of access thereto at all reasonable times for all or any of the purposes aforesaid.

The area hereinbefore referred to, and over or within which powers are proposed to be conferred upon the Company by the intended Act, comprises the following:—

In the County of Stafford:—

The Boroughs of Smethwick, Walsall, Wednesbury, West Bromwich, and Wolverhampton.

The districts of the Urban District Councils of Amblecote, Bilston, Brierley Hill, Coseley, Darlaston, Handsworth, Heath Town, Perry Barr, Quarry Bank, Rowley Regis, Sedgley, Short Heath, Tipton, Wednesfield, and Willenhall.

The districts of the Rural District Councils of Kingswinford and Walsall (including Bentley).

In the county of Worcester:—

The Borough of Dudley.

The districts of the Urban District Councils

of Lye and Wollescote, Oldbury and Stourbridge.

The district of the Rural District Council of Halesowen.

To authorise and empower the Company to levy and recover rates, rents and charges for the supply of Mond or other gas and residual products, and for the supply and hire of machinery and apparatus, to confer, vary or extinguish exemptions from the payment of rates, rents and charges, and to confer, vary or extinguish all or any rights or privileges which may be incidental to the objects of the intended Act.

To empower the Company to enter into agreements with local authorities, companies and persons, and to confer on local authorities powers to enter into such agreements, and other powers with respect to or in connection with any of the objects of the intended Act.

To make, alter and rescind regulations and bye-laws for or in relation to the use, misuse or waste of Mond or other gas, to impose and recover penalties for the breach of any such regulations or bye-laws, and to authorize the Company, their officers, servants and workmen to enter upon lands, buildings and premises, and to examine any machines, fittings and apparatus, engines and machinery supplied by them, and any meters or other instruments used for determining the quantity or amount of Mond or other gas, or motive power supplied or used, and to execute such works and do such things as may be necessary for the regulation and prevention of such use, misuse or waste.

To impose and recover penalties for the tampering or fraudulently interfering with any such machines, fittings, apparatus, engines, or machinery, or any such meters or other instruments.

To authorise the Company to purchase, acquire, and to hold, work, and use patents or patent rights or licences for the production or use of Mond or other gas for any of the purposes aforesaid, and any other products or bye-products of coal, or to enter into agreements for the purchase thereof, or to confirm any agreement which has been or may be entered into for such purchase or acquisition, and to sell or let any patents or other rights which they may acquire under the powers of the intended Act or otherwise, or to grant licences to use the same.

To incorporate with the intended Act and apply to the Company and to the undertaking and works authorised thereby, whether with or without modification or amendment, all or some of the provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

And notice is hereby also given that, on or before the 30th day of November instant, plans of the lands proposed to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the Peace for the county of Stafford, at his offices in Martin-street, Stafford; and, on or before the same date, a copy of so much of the said plans and book of reference as relates to each of the several areas hereinafter mentioned in which any of such lands are situate, together with a copy of the said Notice, as published in the London Gazette, will be deposited as follows:—

As relates to any county or other borough, with the Town Clerk.

As relates to any urban district not being a borough, with the Clerk of the District Council.

As relates to any parish having a parish council, with the Clerk of the Parish Council, or, if there be no clerk, with the Chairman of that Council.

As relates to any parish comprised in a rural district, and not having a parish council, with the Clerk of the District Council.

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 16th day of November, 1900.

JOHNSONS, BARCLAY and LOWE, 36, Waterloo-street, Birmingham, Solicitors for the Bill.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Cromer Water.

(Dissolution of Cromer Waterworks Company, Limited; Incorporation of new Company with Additional Powers; Supply of Water in Cromer and the neighbourhood thereof; Extension of Limits; Construction of Waterworks; Compulsory Purchase of Land; Taking of Waters; Supply of Water in Bulk; Provisions as to Prevention of Waste; Pressure; Trade Supply; Meters and Fittings; Breaking up of Streets, &c.; Rates, Rents, and Charges; Incorporation, Amendment, and Repeal of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act for all or some of the following, amongst other, purposes (that is to say):—

1. To dissolve the Cromer Waterworks Company, Limited (hereinafter referred to as "the Limited Company"), and to annul and cancel their Memorandum and Articles of Association, and to incorporate the shareholders therein, together with such other persons as may become proprietors in the undertaking into a new Company (hereinafter referred to as "the Company"); and to confer upon the Company all necessary powers and authorities for the supply of water within the parishes of Cromer, Aylmerton, Beeston Regis, Bessingham, East Beckham, Felbrigg, Gresham, Hanworth, Metton, Northrepps, Overstrand, Roughton, Runton, Sidestraud, Southrepps, Sustead, Thorpe Market, Thurgarton, Trimmingham, and West Beckham, (or parts thereof respectively), all in the county of Norfolk.

2. To provide for the vesting in the Company of all the undertaking, lauds, waterworks, wells, adits, tanks, mains, pipes, meters, valves, sluices, cocks, hydrants, machinery, apparatus, plant, stock, effects, buildings, rights, easements, moneys, securities, choses in action, and other real and personal property, rights, powers, and authorities now vested in or belonging to or occupied or enjoyed by the Limited Company, or held in trust for them together with the benefit of all contracts and engagements entered into by or on behalf of the Limited Company, and to empower the Company to hold such lands and other property.

3. To make provision in regard to the capital and borrowing powers of the Company, the apportionment of shares in the Company among shareholders in the Limited Company, the raising of additional preference and ordinary capital, the issue of debenture stock and other securities, the

payment of dividends yearly or half-yearly, and generally to make such provision as may be deemed expedient in regard to the regulation and management of the affairs of the Company.

4. To confer and impose upon the Company the powers, duties, and obligations of the Cromer Water Order, 1882, or to repeal that Order, and to re-enact its provisions with or without modification in the intended Act.

5. To empower the Company to make and maintain the waterworks and other works hereinafter described, together with all necessary or proper wells, pumps, engines, tanks, embankments, sluices, weirs, outlets, overflows, wash-outs, bridges, roads, approaches, basins, gauges, filter beds, discharge pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, junctions, valves, telegraphs, telephones, build-ings, drains, sewers, mains, pipes, meters, machinery, and other works and apparatus and conveniences.

The works hereinafore referred to will be situate in the County of Norfolk, and are as follows (that is to say):—

Work No. 1.—A pumping station with wells and other works and conveniences connected therewith, to be situate in the parish of Metton, on the north-eastern side of the road leading from Metton to Aylmerton and Gresham, and to be constructed in a portion of field or property numbered 54 on the $\frac{25}{100}$ ordnance map (1886 edition) of the said parish, at a point opposite to the junction of the aforementioned road with the road leading to Sustead.

Work No. 2.—A line of pipes or conduit to be situate in the parishes of Metton and Aylmerton, commencing at work No. 1 and terminating at work No. 3 hereinafter described.

Work No. 3.—A service reservoir and other works and conveniences connected therewith, to be situate in the parish of Aylmerton, on the north-eastern side of the road leading from the Holt-road, past the Lodge Brake Plantation to Beacon-hill, and to be constructed in a portion of field or property numbered 161, called the Valleys, on the $\frac{25}{100}$ ordnance map (1887 edition) of the said parish of Aylmerton, at a point about 200 yards, measured in a north-westerly direction, from the junction of the first-mentioned road with the Holt-road.

Work No. 4.—A line of pipes or conduit to be situate in the parishes of Aylmerton and Felbrigg, commencing at Work No. 3, and terminating in the Holt-road at the boundary between the parishes of Felbrigg and Cromer, at a point about 250 yards measured in a north-easterly direction from the junction of Green's-lane with the said Holt-road.

Work No. 5.—A line of pipes or conduit to be situate in the parish of Aylmerton, commencing at Work No. 3, and terminating in Holgate-lane at the boundary between the parishes of Aylmerton and Runton, at a point near the north-eastern corner of Beacon Plantation.

6. To empower the Company to deviate in the construction of the intended works laterally and vertically, to the extent to be shown on the plans to be deposited as hereinafter mentioned, or to be defined or indicated in the intended Act.

7. To empower the Company for the purposes of the works hereinafore referred to, and of the taking of water, the sinking of wells, and other the purposes of the intended Act, to

purchase or acquire by compulsion or agreement or to take on lease and hold any lands, houses, or buildings, and to acquire rights or easements in, under, over, or connected with any lands, houses, or buildings in the said parishes of Metton, Aylmerton, and Felbrigg. The lands proposed to be acquired comprise part of the Aylmerton Common in the parish of Aylmerton, and the quantity of lands forming part of that common proposed to be taken in is 1 rood and 32 perches.

8. To empower the Company to purchase or acquire such additional lands and hereditaments as they may require for the purposes of their undertaking, and to sell, let, or dispose of any lands and hereditaments not required for the purposes aforesaid, and to empower the Company to erect, fit up, maintain, and let houses and buildings.

9. To empower the Company to take, divert, appropriate, and use all such springs and waters as can be intercepted or taken by the existing works, or as may be found in or under any lands for the time being, belonging to the Company, or in respect of which they have easements.

10. To make further provision in regard to the supply of water, and amongst other things with reference to the following matters:—the prevention of waste, undue consumption and contamination of water, the entry of premises supplied with water, the execution of works in connection with the supply of water, the pressure at which water is to be supplied, and the exemption of necessity to supply in certain cases, the payment of water rates and charges by owners of small houses, discontinuance of supply, trade supply, supply of houses partly used for trade, power to provide and let on hire meters and fittings, connections with, disconnections from and injury to meters, service pipes, misuser of water, bye-laws and regulations, and the imposition and recovery of penalties, forfeitures, and damages.

11. To authorise the Company to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

12. To authorise the Company to construct and maintain and use mains, pipes, culverts, drains, and other works, and for that purpose and for the general purposes of the intended Act, to cross, open, break up, divert, stop up, or otherwise interfere with streets (whether dedicated to the public use or not), roads, highways, railways, tramways, footways, lands, sewers, drains, pipes, and other works.

13. To authorise the Company to supply water in bulk, or otherwise, to any local authority, company, or person requiring a supply of water for any purpose either within or beyond the limits of the intended Act.

14. To authorise the Company to levy and recover rates, rents, and charges for the supply of water, and for the supply, hire, maintenance or use of meters, fittings, and apparatus, and things supplied and for work done by the Company, and generally to confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

15. To vary or extinguish all or any rights and privileges which would or might interfere with the purposes of the intended Act, and to confer other rights and privileges.

16. To incorporate with the intended Act all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, the Companies Clauses Acts, 1845 to 1889, and the Lands

Clauses Acts, and so far as may be necessary or expedient, to alter, amend, or extend all or some of the provisions of those Acts.

Plans and sections of the works, including plans of the lands proposed to be acquired under the intended Act, together with a book of reference to the plans, and a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited, for public inspection, with the clerk of the peace for the county of Norfolk, at his office at Norwich, and a copy of so much of the said plans, sections, and book of reference as relates to the parishes of Aylmerton and Felbrigg will be deposited with the clerk to the Aylmerton-cum-Felbrigg parish council, at his office, or, if he has no office, at his residence (or if there be no clerk to such council, the deposit will be made with the chairman thereof at his residence), and so much thereof as relates to the parish of Metton will be deposited at the office of the clerk to the Erpingham rural district council at his office at Northrepps, and a copy of this Notice, as published in the London Gazette, will also be deposited at the time and with the persons aforesaid.

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 15th day of November, 1900.

HANSELLS and HALES, Solicitors, Cromer.
SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAW FORD, 9, Bridge-street, West-
minster, Parliamentary Agents.

Board of Trade.—Session 1901.

Norton Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West-parade in the City of Lincoln, Electrical Engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the Urban District of Norton, in the East Riding of the county of York; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade in the city of Lincoln, electrical engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes (that is to say):—

To authorise the Undertakers for such period

as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof (that is to say):—

The urban district of Norton in the East Riding of the county of York.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Commercial-street, Church-street, Wold-road to St. Peter's Church, Wood-street, Sutton-street, Parliament-street, Scarbro-road to Priorpot Bridge, Mill-street, Beverley-road from Wood-street to Mill-street.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets:—Grove-street.

Railways:—North Eastern Railway.

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of

any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the East Riding of the county of York at his office at Beverley, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the office of Mr. W. Botterill, Council Offices, Norton (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Thornhill Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, Electrical Engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the Urban District of Thornhill in the West Riding of the county of York; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with

Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne, colliery proprietor; Arthur Scholesfield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, electrical engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes, that is to say:—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power, and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof, that is to say:—

The urban district of Thornhill in the West Riding of the county of York.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Saville-road, Warren-street, South-street, Dewsbury-road, Station-road, Brewery-lane, Lees Hall-road, Slaithwaite-lane, Dewsbury-road-old, Combs, Church-lane, Combs-road, Overthorpe-road, Town-street, Edge-lane, Edge-road, and Albion-road.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and

tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz:—

Streets:—Mill-street West, Mill-street East (part), Whaife-street, Orchard-street, Terrace-hill, Park-road, Thornhill-street, South-street (part), Scarbro'-street, Carlton-street, North-view, South-view, Hodgson-street, Thornfield, Cowper-place, Cowper-street, Greenwood-street, Church-Hill, Clement-street, Haye-street, Chapel-street, Dale-street (part), Thornton-road, Queen-street, Forge-view, Bank-terrace, George-street, Hebble-terrace, Dunford-street, Cromwell-terrace, Nursery-street, Navigation-street, Charlesworth-street, Kilner's-buildings, Morton-street, Kimberley-street, Beatson-street, Thomas-street, Garden-street, Fell-street, Walker-street, Ingham-road (part), Thornhill-hall-lane, Mill-bank-road, Ings-lane, Mugmill-lane, Healey-lane, Dimpledale-lane, and Mellor-hill-lane.

Railways:—The Lancashire and Yorkshire Railway (Mill-street East).

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licenses in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office of Wakefield, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at West-

minster, and at the office of Mr. S. W. Parker, surveyor, Thornhill (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or persons desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBETTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Heston and Isleworth Electric Lighting.

(Power to the Richmond (Surrey) Electric Light and Power Company, Limited, to produce, store, and supply Electricity, Electrical Energy and Power within the Urban District of Heston and Isleworth, in the County of Middlesex, to construct works, to lay down wires and other apparatus, and to break up streets therein; Agreements with and Powers to Local Authorities; Special Power of Transfer; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the Richmond (Surrey) Electric Light and Power Company (Limited), of Moorgate-court, Moorgate-street, in the City of London (hereinafter called "the Company") to the Board of Trade on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy, and power for all or some of the public and private purposes, as defined by the said Acts, within the urban district of Heston and Isleworth, in the County of Middlesex (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations together with all store-houses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation, and distribution of, and

to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, district council, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated with those Acts, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts or any Act amending the same Acts or incorporated therewith are or may be conferred upon undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the undertaking to a company to be formed under the Companies Acts to acquire and work the same.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—High-street, Hounslow, the Bath-road (from High-street to Wellington-road), and the Staines-road (from High-street to Wellington-road).

The streets or roads within the said area not repairable by the local authority, which the undertakers propose to take powers to break up are as follows:—St. Stephen's-road West, Argyll-road, Haswell-park-road, College-road (part of) from Grove-road to Borough-road, Borough-road, Church-road from Osterley-road to Ridgeway-road, Hanover-road, Osterley-road (part of) from the junction of Church-road and Osterley-road to Hanover-road, Ridgeway-road, the Green-lane-road from Staines-road to Dockwell-road, and Spirt-road from

Bath-road to Cranford-lane, and all streets and parts of streets carried over or under any railway.

The Company propose to take powers to break up the following railways and tramways:—The Great Western Railway, the London and South Western Railway, and the Metropolitan District Railway, the Tramways of the London United Tramways, Limited, so far as the same are within the area of supply.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the Middlesex Chronicle, High-street, Hounslow, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the county of London, Solicitor.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated the 20th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named Richmond (Surrey) Electric Light and Power Company, Limited.

Board of Trade—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Sittingbourne Electric Lighting.

(Power to the County of Kent Electrical Power Distribution Company, Limited, to Produce, Store and Supply Electricity, Electrical Energy and Power within the urban districts of Sittingbourne and Milton-next-Sittingbourne, in the County of Kent; to Construct Works; to Lay Down Wires and other Apparatus and to Break Up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, etc.)

NOTICE is hereby given, that application is intended to be made by the County of Kent Electrical Power Distribution Company, Limited, of Surrey House, Victoria Embankment, London, W.C. (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store and supply electricity as defined by the said Acts; electrical energy and power for all or some of the public and private purposes, as defined by the said Acts, within the urban districts of Sittingbourne and Milton-next-Sittingbourne, in the county of Kent (hereinafter called "the area of supply"); and for those purposes to enter upon, break up, and interfere with all streets, roads and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes and telegraph and pneumatic tubes and pipes, telegraph, telephone and electric wires or conduits within the said area; and to lay down, set up, maintain, renew, or remove, either above or under ground, or otherwise, pipes, tubes, wires,

posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, district council, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order and to extend and apply to the proposed undertaking and works and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith; and to confer upon the Company all or some of the powers within the area of supply which by the said Acts or any Act amending the same or incorporated therewith are or may be conferred upon Undertakers; and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto, as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary or extinguish all rights and privileges which would or might interfere with any of its objects and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places in, over or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order.

(1) In the urban district of Sittingbourne:—High-street, Station-street, West-street from its junction with High-street to Ufton-lane, Park-road, East-street, from High-street to Milton-road.

(2) In the urban district of Milton-next-Sittingbourne:—

Milton-road, New-road, Church-street, Crown-road, High-street.

The streets, roads, or places within the said area not repairable by the local authority, which the Undertakers propose to take power to break up, are as follows:—

In the urban district of Sittingbourne—

Road leading out of Crown Quay-lane to Princes-street; road leading from the bottom of Crown Quay-lane to the top of "The Wall"; road from Crown Quay by way Bayford Moat to Adelaide Dock.

In the urban district of Milton-next-Sittingbourne—

Albany-road, Valenciennes-road, Belmont-road, and Connaught-road.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the shop of M. H. Kemp, printer and stationer, 66, High-street, Sittingbourne, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, London, W.C., solicitor. Every local or other public authority, company or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named County of Kent Electrical Power Distribution Company, Limited.

In Parliament—Session 1901.

King's Road Railway.

(Incorporation of Company; Power to Construct Railways and Generating Station in the Parishes of St. George's, Hanover-square Chelsea and Fulham; Lateral and Vertical Deviation; Laying of Cables and Apparatus; Stopping up, &c. of Streets, &c.; Underpinning; Purchase of Lands Compulsorily or by Agreement; Parts only of Property may be taken; Superfluous Lands; Use of Subsoil Without Payment; Abstraction of Water from the River Thames; Provisions as to Electrical Working of Railways of the Company; Tolls; Agreements with and other Provisions affecting other Railway Companies; Payment of Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act effecting all or some of the purposes following (that is to say):—

To incorporate a Company and to confer upon that Company (hereinafter called the Company) powers to make and maintain the underground railways in the county of London hereinafter described or some part or parts thereof with all necessary stations platforms approaches passages subways tunnels sidings shafts lifts inclines steps buildings apparatus generating plant depots machinery appliances works and conveniences connected therewith (that is to say):—

A Railway (No. 1) commencing in the parish of All Saints Fulham in the Metropolitan Borough of Fulham at a point in the centre

No. 27251.

T

of New King's-road at the junction of Wandsworth Bridge-road with that road and terminating in the centre of Buckingham Palace-road in the parish of St. George's Hanover-square in the City of Westminster at a point about 70 feet north of the entrance to Victoria-square from that road.

A Railway (No. 2) and subway wholly in the parish of St. George's Hanover-square aforesaid commencing in or under Buckingham Palace-road aforesaid by a junction with the intended railway (No. 1) at the termination thereof and terminating by a junction with the intended West and South Junction Railway at a point directly underneath the booking office of the Victoria Station of the Metropolitan District Railway 170 feet north-west of the north-western corner of Wilton-road.

The said intended railways subway and works will pass from in through or into or be situate within the following parishes and other places or some of them (that is to say):—St. George's Hanover-square in the city of Westminster St. Luke Chelsea in the Metropolitan borough of Chelsea and All Saint's Fulham in the Metropolitan borough of Fulham all in the county of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard gauge) and the motive power to be employed will be electricity or any mechanical power (other than steam locomotives).

To authorise the Company to deviate laterally from the lines of intended works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill and also to deviate vertically from the levels shown on the sections hereinafter mentioned and whether in either case within or beyond the limits prescribed by the Railways Clauses Consolidation Act 1845.

To enable the Company to take use and appropriate for the purpose of constructing erecting and working a generating station engines apparatus and machinery for the production of electrical energy the lands and hereditaments delineated on the plans hereinafter mentioned and described in the book of reference also hereinafter mentioned (that is to say):—

Certain lands in the parish of St. Luke Chelsea in the Metropolitan Borough of Chelsea in the county of London bounded on the north by Lots-road on the south by the River Thames on the east by the Cremorne Public House and Wharf in rear and on the west by the landing wharf of J. B. Weeks and Co. Limited.

To authorise the Company to lay down and maintain from the said lands hereinbefore described cables or mains for conveying electrical energy wholly in the said parish of St. Luke Chelsea along Lots-road and Dartrey-road to the railway of the Company No. 1 at the junction of that road with King's-road.

To authorise the Company to abstract from the River Thames water for the purposes of generating steam or condensing or other purposes of the Company.

To empower the Company and the intended West and South Junction Railway Company the Metropolitan District Railway Company and the Metropolitan Railway Company or any of those Companies to enter into and carry into effect agreements with respect to the supply of electrical energy by either Company to the other and with respect to establishment ownership maintenance and use by any of those Companies of all or

any of the generating stations of the other of those Companies.

To enable the Company to purchase and take compulsorily or by agreement lands houses tenements and hereditaments or any easements therein or thereunder which may be required for the purposes of the intended Act.

To enable the Company notwithstanding Section 92 of the Lands Clauses Consolidation Act 1845 to purchase and take by compulsion or agreement any part or parts of any lands house building manufactory premises and hereditaments without being compelled to take the whole thereof and to appropriate and use the subsoil under any house building manufactory or premises cellars vaults arches or constructions of parts thereof respectively without being required to purchase any such house building manufactory or premises cellars vaults arches or other constructions or the site thereof or any easement or right to the use of such subsoil and to vary or extinguish all rights and privileges in any manner connected with the lands houses tenements and hereditaments whereof the whole or part only are purchased or taken by the Company for the purposes of the intended Act.

To authorise and provide for the underpinning or otherwise strengthening and securing of any house building premises or hereditaments under or in proximity to which the railways may be designed to pass and which may not be required to be taken under the provisions of the said intended Act.

To empower the Company to cross open break up stop up alter divert or otherwise interfere temporarily or permanently with all such walls streets footpaths highways bridges railways subways rivers navigations gas pipes sewers drains and water-courses telegraph telephone tubes wires and posts within or adjoining the aforesaid city Metropolitan boroughs parishes and places as it may be necessary to cross open break up stop up alter divert or otherwise interfere with for the purposes of the said intended railways and works or any of them or of the said intended Act and to appropriate and use for the purposes of the intended works or of the intended Act the subsoil and undersurface of any lands streets roads squares highways and places along under or across which any of the proposed works are intended to be made.

To enable the Company to demand take and recover tolls rates and charges upon or in respect of the intended railways and works and to confer vary or extinguish exemption from tolls rates and charges.

To empower the Company on the one hand and the Metropolitan District Railway Company the South Eastern and Chatham Railway Company the London Brighton and South Coast Railway Company and the intended West and South Junction Railway Company or any of those Companies on the other hand to enter into and carry into effect agreements with reference to the construction use management and maintenance of the said intended railways and works the supply of rolling or working stock and machinery the supply of electricity or generating power and of officers and servants for the conduct of traffic the payments to be made and the conditions to be performed with respect to such construction working use management and maintenance and supply the interchange accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies the levying fixing division appointment and appropriation of the tolls rates charges receipts and revenues

levied taken or arising from that traffic the sums or considerations whether annual or in gross and the rents payments allowances rebates and drawbacks to be made paid or allowed by any of the contracting parties to the other of them for or on account of any of the matters to which the respective contract agreement or arrangement relates the appointment of joint committees and to sanction or confirm any such contract agreement or arrangement and to authorise the contracting parties to appoint directors of the Company.

To empower the Company to sell convey lease and otherwise dispose of any lands and hereditaments taken for the purposes of or under the powers of the intended Act which may not be required for the purposes of the Company's undertaking and to exempt the Company from the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands.

To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of the capital or any funds of the Company from time to time during construction interest or dividends on any shares or stocks of the Company.

To vary and extinguish all existing rights and privileges which would interfere with the Company's objects and to confer other rights and privileges and to incorporate in the said intended Act with or without exceptions and modifications the provisions of the Companies Clauses Acts 1845 to 1889 the Lands Clauses Act and the Railways Clauses Act 1845 and 1863.

To enable the Company notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained to the contrary to put in force the powers of the special Act for the compulsory purchase of land for and the construction of the railways and works thereby authorised without having first raised the whole of the capital or estimated sum for the whole of the undertaking.

To alter amend extend and if need be to repeal the provisions or some of the provisions of the several Acts of Parliament following (that is to say):—The Metropolitan Railway Act 1854 the Metropolitan District Railway Act 27 and 28 Vic. cap. 322 the Act 6 Will. IV. cap 75 relating to the South Eastern Railway Company and the Act 16 and 17 Vic. cap. 132 relating to the Chatham Railway Company all other Acts relating to those Companies or any of them the Metropolitan Local Management Acts 1855 and 1856 and the Local Government Act 1888 and all other Acts relating to the London County Council and the Local Government (London) Act 1899.

Duplicate plans and sections describing the line situation and levels of the proposed railways and works and the lands houses and other property in or through which they will be made or which may be taken compulsorily for the purposes thereof and for the other purposes of the said intended Act together with a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of such lands houses and other property and a copy of this Notice as published in the London Gazette will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of London at his office at the Sessions House Clerkenwell-green and a copy of the said plans sections and book of reference will on or before the same day be deposited so far as relates to the parish of St. George's Hanover-square and City of Westminster with the Town Clerk of the City of Westminster at his office and so far as

relates to the parish of St. Luke's Chelsea with the Town Clerk of the Metropolitan Borough of Chelsea at his office and so far as relates to the parish of All Saints' Fulham with the Town Clerk of the Metropolitan Borough of Fulham at his office.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 17th day of November 1900.

BURCHELL, WILDE, and Co., 36, Victoria-street, Westminster, Solicitors for the Bill.

BURCHELL, WILDE, and Co., 36, Victoria-street, Westminster, }
Parliamentary Agents.
J. D. TETLEY and Co., 21, Great College-street, Westminster, }

Board of Trade.—Session 1901.

Goole Electric Lighting.

Application for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, to authorise the Urban District Council of Goole to Produce, Store, and Supply Electricity for Public and Private purposes within their District; to Construct Works; to Break up Streets; to acquire, appropriate, and dispose of Lands; to Borrow Money; to levy Rates, and exercise other Powers.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the Urban District Council of the Urban District of Goole, in the West Riding of the county of York (hereinafter called the Local Authority), and whose address is the Council Offices, Exchange-buildings, Chapel-street, Goole, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for all or some of the following, among other purposes, namely:—

To authorise the Local Authority to produce, store, and supply electricity for all or some of the public and private purposes defined by the said Acts within the whole of the Urban District of Goole, in the West Riding of the County of York (hereinafter called "the area of supply"), and for these purposes to cross, open, break up, and interfere with all streets, roads, ways, foot-paths, railways, tramways, canals, towing paths, bridges, culverts, sewers, gas and water mains and pipes, telegraph and pneumatic tubes and pipes, and telegraph and telephone wires within the area of supply, and to construct, lay down, set up, maintain, renew, alter, and remove, either under or above ground or otherwise, engines, batteries, dynamos, pipes, tubes, street boxes, wires, posts, apparatus, or other works or things required for the purpose of enabling the Local Authority to produce, store, supply, convey, transmit, and distribute electricity for public and private purposes as aforesaid, and to confer all such other powers upon the Local Authority as may be necessary for effecting the objects of the proposed undertaking.

To empower the local authority to appropriate for the purposes of the proposed undertaking any lands belonging to or held by them, and to purchase, take on lease, or otherwise acquire by agreement, lands, houses, and hereditaments, or easements, or rights in or over the same, and to sell, lease, or dispose of any lands, houses, or hereditaments so acquired by them, and to erect, maintain, work, and use upon such lands all necessary stations, storehouses, engines, machinery, apparatus, works, and appliances

for the production, storage, and distribution of electricity.

To empower the Local Authority to manufacture, purchase, hire, sell, supply, let and deal in all machines, lamps, accumulators, meters, fittings, plant, machinery, and other apparatus required for the purposes of production, storage, utilisation, supply, or measurement of electricity.

To authorise the Local Authority to make charges and levy rates for the supply of electricity and for the use of any machines, lamps, accumulators, meters, fittings, or apparatus connected therewith, and to recover such rates and charges.

To make provision for the inspection and testing of mains, conductors, meters, and works, for the appointment and remuneration of electric inspectors, and for the supply, use, and inspection, testing and certifying of meters, fittings and instruments.

To empower the Local Authority to transfer to any other local authority, company, or person, all or any of the powers, duties, or liabilities given to or imposed upon them by the said Order or the said Electric Lighting Acts.

To incorporate with the said Order, and to extend and apply to the proposed undertaking and works and to the Local Authority as undertakers, with or without alteration, all or some of the provisions of the said Electric Lighting Acts, 1882 and 1888, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Local Authority all or some of the powers within the area of supply which, by the said Acts, or any Acts amending the same or incorporated therewith, are or may be conferred upon undertakers, and the Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto, and the obligations of the Local Authority in relation thereto as are authorised by the said Acts, or as the Board of Trade may prescribe, and will confer on the Local Authority all powers, rights, and privileges necessary or expedient for carrying out the purposes of the said Order, and will vary or extinguish all rights and privileges which may be inconsistent therewith.

To empower the Local Authority to apply their funds and the local rate as defined in the said Acts, and to borrow money for all or any of the purposes of the said Order and for defraying the expenses incurred thereunder, and to impose and levy rates to defray such expenses and in security of the money so borrowed.

Subject to the conditions of supply, it is proposed to lay down electric lines in the following streets or parts thereof within a period to be specified in the order: Boothferry-road from Clifton-gardens to its junction with Aire-street, Carlisle-terrace from Boothferry-road to Burlington-crescent, Victoria-street, North-street, from Boothferry-road to Burlington-crescent, Aire-street.

The following are the streets and places not repairable by the Local Authority which the Local Authority propose to take power to break up, viz.:—Hawthorne-terrace, Salisbury-avenue, Cecil-street, Phoenix-street, Providence-place, William-street, East-parade, George-street, Adam-street, Cross-street, Chapel-street, North-street, Fletcher-street, Back George-street, Calder-street, Church-street, Paradise-street, Wesley-square, Park-terrace, Fifth-avenue, Pasture-road, Pasture-road North, Charter-lane, Widdop-street, Widdop-street (Back), Tennyson-street, Spencer-street, Gray-street, Byron-street, Milton-street, Jackson-street, Clifton-gardens, Newport-street, Manual-street, Henry-

street, Dunhill-road, Parliament-street, Cross-road, Marcus-street, New Victoria-street, Albert-street, Princess-street, Malthouse-row, Orchard-lane, Barge Dock-side, South-street, Back South-street, Vermuyden-terrace, Dock-street, Quay-street, James-street, Doyle-street, Minervaterrace, Foundry-lane, Dutch River-side (north and south banks west of bridge), Capstan-street, Cottingham-street, Percy-street, Beverley-street, Kingston-street, Heber-street, Humber-street, Dutch River-side, from bridge to Swinefleet-road, Swinefleet-road.

The railways and tramways which the Local Authority purpose to take power to break up are as follows, viz. :—

(1.) Railways—The North-Eastern Railway; the Lancashire and Yorkshire Railway; the Railways of the Aire and Calder Navigation; so far as the same are situate within the area of supply.

(2.) Tramways—None.

And notice is hereby given that a map showing the intended area of supply, with a copy of this Notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Wakefield of the Clerk of the Peace for the West Riding of the county of York; at the offices of the Local Authority, Exchange-buildings, Chapel-street, Goole; at the offices of the Board of Trade; at the office of the Clerk of the Parliaments; and in the Private Bill Office of the House of Commons.

On and after the 21st day of December next, printed copies of the Draft Provisional Order may be obtained at the offices of the undersigned Solicitor and Parliamentary Agents, on payment of one shilling for each copy, and when the Provisional Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

Every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the aforesaid application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents for the Order.

Dated this 22nd day of November, 1900.

GEO. ENGLAND, Bank Chambers, Goole,
Solicitor.

GRAHAMES, CURREY, and SPENS, 30, Great
George-street, Westminster, Parliamen-
tary Agents.

In Parliament.—Session 1901.

Piccadilly and City Railway.

(Incorporation of Company; Construction of Underground Railways or Subways from the authorised Brompton and Piccadilly Circus Railway, in the city of Westminster, to Gracechurch-street, in the City of London; Provisions affecting Streets, &c.; Underpinning, &c., of Buildings; Compulsory Purchase of Lands and Easements; Exemption from Provisions of Lands Clauses Consolidation Act, 1845; Provisions as to Taking Portions only of Buildings, Subsoil, &c., and as to Superfluous Lands; Tolls; Access to Stations of other Railway Companies; Agreements as to and Power to Supply Electricity or Electrical Energy or Power; Bye-laws; Agreements with, Contributions by, and other Provisions affecting Public Bodies and Railway

Companies; Joint Committees; Payment of Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session of 1901, for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say) :—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

2. To enable the Company to make and maintain the railways or subways (being subways for the conveyance of passengers, animals, and goods in carriages or trucks drawn or propelled on rails) and other works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient rails, sidings, wires, tunnels, subways, covered ways, stations, platforms, signals, shafts, lifts, stairs, inclines, generating plant depôts, sewers, drains, pipes, approaches, buildings, machinery, apparatus, works, and conveniences (that is to say) :—

(1) A Railway, No. 1, situated wholly in the parish of Saint James, Westminster, and in the newly-constituted city of Westminster and county of London, commencing by a junction with the railway authorised by the Brompton and Piccadilly Circus Railway Act, 1897, at the authorised termination thereof at a point in the centre of Piccadilly opposite the centre of Air-street, and terminating at a point in Piccadilly-circus, in the centre line of Regent-street, opposite the centre line of Piccadilly.

(2) A Railway, No. 2, commencing by a junction with the intended Railway No. 1 at its termination in Piccadilly-circus hereinbefore described, and terminating in the parish of Saint Mary, Aldermay, in the city of London, at a point in the centre of Cannon-street distant 30 yards or thereabouts measured along that street in an easterly direction from the centre of Bow-lane at its junction with the south side of Cannon-street.

Which said intended railways before described will pass from, into, or through the following cities, boroughs, parishes, or places, or some of them, viz. :—

Saint James, Westminster; Saint Martin-in-the-Fields; Saint Anne's, Soho; Saint Clement Danes; Saint Paul, Covent Garden; Saint John the Baptist, Savoy (precinct of the Savoy); Saint Mary-le-Strand, in the city of Westminster, in the county of London, and Saint Dunstan in the West; Saint Bride, Fleet-street; Saint Martin, Ludgate; Saint Ann, Blackfriars; Saint Gregory by Saint Paul; Saint Andrew by the Wardrobe; Saint Mary Magdalen; Saint Augustine; Saint Nicholas, Cole Abbey; Saint Margaret Moses; Saint Thomas the Apostle; Saint Mary, Aldermay; Saint Mildred, Bread-street; and Holy Trinity the Less, in the city of London.

3. The gauge to be adopted for the intended railways or subways will be 4 feet 8½ inches, and the motive power to be employed will be electricity, applied by means of motors on the engines, or on the carriages and trucks, generated at stations and conveyed by means of electric lines or conductors in the said railways or subways, or cable power, or by steam.

4. To authorise the Company to cross, stop

up, close for traffic, and interfere with, temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths, or places, railways, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic, or other tubes, wires, electric apparatus, or other works, conveniences, and appliances, within or adjoining the aforesaid parishes and other places, or any of them, and to appropriate and use for the purposes of the intended works, or of the Bill, the subsoil and under surface of any lands, and to make and maintain openings in the footpaths or surface of streets, roads, footpaths, squares, passages, and places under, along, or across which any of the proposed works are intended to be made.

5. To authorise the Company to deviate from the lines or situations of any of the said intended works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, or as may be defined by the Bill, and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill, and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

6. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

7. To authorise the Company to purchase by compulsion or agreement lands (which expression where used in this Notice includes houses, buildings, premises, and property) in the cities, parishes, and other places aforesaid, for the purposes of the intended works, and notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory enactment, to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or other offices or parts of or attached to or belonging to any houses, buildings, manufactory, or other premises without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to take and acquire compulsorily or by agreement easements for carrying the intended works under any streets, house, building, manufactory, or premises, cellars, vaults, arches, or other constructions or any parts thereof, or the site thereof respectively without being required or compelled to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other construction or the site thereof, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and properties.

8. To authorise the Company to hold and to sell, convey, demise, and lease or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the Bill, and, so far as may be necessary or expedient, to exempt the Company and such lands, tenements, and hereditaments from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands:

9. To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways or subways, and works and conveniences, and to

confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively, and to grant leases of the undertaking, tolls, rates, and charges, and all or any of the proposed works.

10. To authorise the Company where the intended railways or subways will terminate in, or will pass alongside of or near to the station of any railway company, to make such ways, stairs, lifts, and communications as may be necessary for enabling passengers and their luggage to pass from or to any such station to or from any station of the Company, and for that purpose to enter upon the lands, stations, platforms, and works of such other railway company, and to alter any such platform, and to make openings in the same, and in any walls and any necessary protective works; and the Bill will or may make such provisions as will secure to the public, and to officers and servants of the Company, free and uninterrupted access by means of such ways, stairs, and lifts, communications, and openings between any station of the Company and any station of any railway company as aforesaid.

11. To empower the Company on the one hand, and any company, local authority, body, or person authorised to supply electricity in any district in which any part of the said railways or subways will be situate on the other hand, to enter into and carry into effect agreements with respect to the supply to the Company by such company, authority, body, or person of electrical energy or power for working the intended railways, and for lighting the carriages, stations, and buildings, including the subways in connection therewith.

12. To authorise and empower the Company to make, vary, and rescind bye-laws, rules, and regulations for the conduct, management, and regulation of traffic upon the intended railways or subways, and to enforce the observance of such bye-laws, rules, and regulations, and to impose and recover penalties for the breach or non-observance thereof.

13. To empower the Company on the one hand, and the Corporation of the city of London, the London County Council, or any corporation, borough, or other authority, or any company or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus, and the Brompton and Piccadilly Circus Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Baker Street and Waterloo Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, the Great Northern and Strand Railway Company, the Promoters of the North East London Railway Bill, or any one or more of them on the other hand to enter into and carry into effect contracts, agreements, or arrangements for or with respect to the construction, maintenance, or user of the intended works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands, works, and property, the formation and user of approaches to and junctions with the intended railways or subways from any railways in streets, roads, or public places, the contribution of funds and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made in reference to all or any such matters, and to confer upon the Corporation of the city of London, the London

County Council, the Municipal Council of the city of Westminster, and any of the before-mentioned companies and bodies in furtherance of such agreement all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands.

14. To authorise or require the Corporation of the city of London, the London County Council, the Municipal Council of the city of Westminster, the Brompton and Piccadilly Circus Railway Company, the Metropolitan District Railway Company, the Metropolitan Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, the Baker Street and Waterloo Railway Company, the Great Northern and Strand Railway Company, the promoters of the North East London Railway Bill, and any local authority, company, and body, or some or one of them, to subscribe and contribute funds towards the making and maintaining of the intended works or any or some of them or any or some part or parts thereof respectively, and to empower them or some or one of them to make and hold shares in the capital to be created under the powers of the Bill, and to guarantee the payment of interest, dividend, annual or other payment in shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes, and for the fulfilling of any agreements entered into by them, or any of them, with the Company to empower and, if need be, require them to apply their existing rates, dues, or other revenues which they are or may be authorised to raise, and to raise further money from time to time, or by borrowing on the security of any property belonging to them, or any of their rates, dues, or revenues, and on mortgage or bond, debenture stock, or otherwise.

15. To empower the Company on the one hand, and the Brompton and Piccadilly Circus Railway Company, the Metropolitan District Railway Company, the Metropolitan Railway Company, the Charing Cross, Euston, and Hampstead Railway Company, and the Baker Street and Waterloo Railway Company, the Great Northern and Strand Railway Company, the promoters of the North East London Railway Bill, or any of them on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting companies, or any of them, of their respective railways or works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the contracting parties, or any of them, the supply and maintenance of engines, stock, and plant, the supply of electricity or electrical energy or power, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting companies, or any of them, or any part thereof, and the employment of officers and servants, and to confirm any agreements which have been or may be made touching any of the matters aforesaid, and the Bill will or may sanction the appointment of joint committees of the contracting parties to carry into effect any agreements entered into under the provisions of the intended Act.

16. To enable the Company, notwithstanding anything contained in the Companies Clauses

Consolidation Act, 1845, to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares, stocks, or debenture stock of the Company.

17. To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the Bill, and to confer other rights and privileges.

18. To incorporate with the Bill, and to extend to the Company and to the railways or subways proposed to be constructed under the Bill all or any of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Electric Lighting Acts, 1882 and 1888, with such alteration and amendments as may be deemed expedient, and to enable the Company to exercise the powers, or any of the powers, contained in those Acts.

19. To alter, amend, and extend, and if need be repeal, the provisions, or some of the provisions, of the several Acts of Parliament following (that is to say):—The Metropolitan Local Management Acts, 1855 and 1856, the Local Government Act, 1888, the London Government Act, 1899, the London City Improvement Act, 1847, and all other Acts relating to the Corporation of the City of London and the London County Council, or to the county of London; the Brompton and Piccadilly Circus Railway Act, 1897, and all other Acts relating to or affecting the Brompton and Piccadilly Circus Railway Company; the Charing Cross, Euston, and Hampstead Railway Act, 1893, and all other Acts relating to or affecting the Charing Cross, Euston, and Hampstead Railway Company; the Metropolitan District Railway Act, 1864, and all other Acts relating to the Metropolitan District Railway Company; and the Baker Street and Waterloo Railway Act, 1893, and all other Acts relating to or affecting the Baker Street and Waterloo Railway Company; the Metropolitan Railway Act, 1854, and all other Acts relating to the Metropolitan Railway Company; the Great Northern and Strand Railway Act, 1899, and all other Acts relating to the Great Northern and Strand Railway Company.

20. And notice is hereby given, that on or before the 30th day of November instant duplicate plans and sections of the railways and works proposed to be authorised by the Bill showing the lines and levels thereof, and plans showing also the lands to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plans, and an Ordnance map, with the line of the railways delineated thereon, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the City of London, at the Old Bailey, City; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the areas hereinafter mentioned, in or through which the said railways and works, or any part thereof, are or is intended to be made or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate, with a copy of this Notice as published in the London Gazette, will

be deposited for public inspection as follows (that is to say):—

As regards the newly constituted city and borough of Westminster, with the Acting Town Clerk of such city and borough, at his office at the Town Hall, Saint Martin's-in-the-Fields.

In the case of parishes within the City of London, with the Parish Clerks of such parishes at their respective residences, and in case there be no Parish Clerk, with the vicar or Vestry Clerk of such parish.

21. Printed copies of the intended 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 17th day of November, 1900.

COX and LAFONE, 17, Tower Royal, Cannon-street, E.C., Solicitors.

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

In Parliament.—Session 1901.

Charing Cross, Hammersmith, and District Electric Railway.

(Construction of Underground Railways from Charing Cross to Hammersmith; Compulsory Purchase of Lands, Easements, &c.; Appropriation of Subsoil; Underpinning, &c.; of Houses; Interference with Streets; Power to Erect Electric Generating Station and Work by Electricity; Tolls; Agreements with and Powers to the Metropolitan Railway Company, and other Companies and Local Authorities and other Bodies, and Contributions by them; Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for effecting all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

To empower the Company to make and maintain the underground railways, subways, and works hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, subways, tunnels, sidings, shafts, lifts, steps, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

Railway No. 1, in the parish of Saint Martin-in-the-Fields, in the city and borough of Westminster, commencing in and under Bedfordbury, at or near a point about 60 yards or thereabouts measured in a north-westerly direction from the corner of Chandos-street, and terminating at a point at or about the south-east corner of Park-lane, in the parish of Saint George, Hanover-square, at its junction with Piccadilly.

Railway No. 2, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating in the parish of Saint Mary Abbott, Kensington, in and under Kensington High-street, at the junction of the said street with Hornton-street, in the said parish.

Railway No. 3, commencing at the termination of Railway No. 2, as hereinbefore described, and terminating in the parish of Hammersmith, at a point at or about the junction of Rutland-road and Bridge-

avenue with Bridge-road, in the parish of Hammersmith.

A Subway for passengers only, commencing at or about the termination of Railway No. 2, as hereinbefore described, and terminating at, and forming a connection with, the High-street, Kensington, Station of the Metropolitan Railway, all which said railways, subway, and works will pass from, in, through, or into the city of Westminster, and Metropolitan boroughs of Kensington and Hammersmith, in the county of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard gauge), and the motive power to be employed will be electricity or any mechanical power (other than steam locomotives).

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, squares, footpaths, or places, railways, tramways, tunnels, bridges, gas and water mains and pipes, sewers, culverts, subways, drain pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances within or adjoining the aforesaid parishes and places, or any of them, and to appropriate and use for the purposes of the intended works or of the intended Act the subsoil and under-surface of any lands, streets, roads, squares, highways, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to deviate from the lines or situations, and from the levels of any of the works shown on the plans and sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the intended Act, and in either case, whether beyond the limits allowed by the Railway Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning, or otherwise securing or strengthening, of any houses, buildings, or works, which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement houses, lands, and other property in the parishes and places hereinbefore mentioned, and easements therein, and thereunder, for the purposes of the intended works, and of the intended Act, and in particular to empower the Company to purchase and acquire by compulsion or agreement, and to hold and use for, among other purposes, the purposes of stations for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus, and conveniences, the lands hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, and buildings.

The lands proposed to be acquired and used for the purposes of a station for generating electric power are:—

Certain lands, houses, and buildings in the parish of Hammersmith, bounded on the north by Little Church-lane, on the east by Queen-street, on the south by Brook-street, and on the west by Bridge-road.

To empower the Company, notwithstanding the 92nd Section, or any other section, of the

Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory enactment, to purchase and take by compulsion or agreement any part of or any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactories, or other premises, without being required or compelled to purchase the whole of such premises; and to appropriate and use, and either by compulsion or agreement, the subsoil under any street or road or under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, without being required to purchase any such house, buildings, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, or any easements or right to the use of such subsoil.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges upon and in respect of the said intended railways and works and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To empower the Company on the one hand and the Great Western Railway Company, the West London Railway Company, the Brompton and Piccadilly Circus Railway Company, the Metropolitan District Railway Company, the London, Brighton, and South Coast Railway Company, the London, Chatham, and Dover Railway Company, and the City and South London Railway Company, or any or either of them (hereinafter referred to as "the contracting Companies"), on the other hand, to enter into and carry into effect agreements for or with respect to the interchange, transmission, and delivery of traffic coming from, destined for, or passing over the respective railways and works of the contracting Companies, the supply of rolling or working stock and machinery, the supply of electricity or generating power, 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 with respect to the construction, working, use, management, and maintenance of the railways and works of the contracting Companies, or any or either of them, or any part thereof, and with respect to the separate or joint construction, ownership, use, and occupation of any railways, stations, subways, with or without lifts, and other works of the contracting Companies, or any of them, in any part or parts thereof, and to authorise and provide for the appointment of a joint committee or joint committees for carrying into effect the purposes aforesaid, and to confirm and give effect to any such agreement which has been or may be entered into prior to the passing of the intended Act, and to empower the contracting Companies aforesaid, or any or either of them, to apply their capital and funds to any purposes of the intended Act in which they are interested.

To empower the Company, and the London County Council (hereinafter called "the County Council"), the Mayor, Aldermen, and Burgesses of the city and borough of Westminster, the Mayor, Aldermen, and Council of the metro-

politan borough of Chelsea, the Mayor, Aldermen, and Council of the metropolitan borough of Kensington, the Mayor, Aldermen, and Council of the metropolitan borough of Hammersmith (hereinafter collectively referred to as "the Corporations"), or any or either of them, or any other authority or body having the control or management of streets, roads, sewers, water, gas, hydraulic, or other pipes, wires, or apparatus on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction or maintenance of the intended railways, subways, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisitions and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the County Council, the Corporations, and any or other authority or body, as aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of the intended Act.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, from time to time during construction, interest or dividends on any shares, stocks, or debenture stock of the Company.

To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and, if need be, repeal the provisions, or some of the provisions, of the several Acts of Parliament following (that is to say):—

The Act 5 and 6 Will. IV, cap. 107, relating to the Great Western Railway Company, the Metropolitan Railway Act, 1854, the Brompton and Piccadilly Circus Railway Act, 1897, the Metropolitan District Railway Act, 27 and 28 Vict., cap. 322, the 9 and 10 Vict., cap. 283, relating to the London, Brighton, and South Coast Railway Company, the Act 16 and 17 Vict., cap. 132, relating to the London, Chatham, and Dover Railway Company, and all other Acts relating to those Companies, or any of them; the Metropolitan Local Management Acts, 1855 and 1856, and the Local Government Act, 1888, and all other Acts relating to the London County Council and the Local Government (London) Act, 1899.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the railways, subway, and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans, showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans respectively, together with in each case a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference respectively as relate to each of the areas hereinafter mentioned in or through which the said

railways, subway, and works, or any part thereof are or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—

In the case of the city of Westminster, the metropolitan boroughs of Westminster, Chelsea, Kensington, and Hammersmith, with the Town Clerks of the said city and boroughs, at their respective offices.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1900.

WILLIAMS and NEVILLE, Winchester House, Old Broad-street, London, E.C.;

FREDERICK WILLIAM BOORMAN, 28, Martin's-lane, Cannon-street, London, E.C.; Solicitors for the Bill.

ROBERTS and Co., Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1901.

West and South London Junction Railway. (Incorporation of Company; Construction of Underground Railways from Paddington to Kennington; Compulsory Purchase of Lands, Easements, &c.; Appropriation of Subsoil; Underpinning, &c., of Houses; Interference with Streets; Power to Erect Electric Generating Stations, and Work by Electricity; Tolls; Agreements with and Powers to Great Western Railway Company and other Companies, and Local Authorities and other Bodies, and Contributions by them; Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act for effecting all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

To empower the Company to make and maintain the underground railways, subways, and works hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper stations, platforms, approaches, passages, subways, tunnels, sidings, shafts, lifts, steps, buildings, apparatus, generating plant, depôts, machinery, appliances, works, and conveniences (that is to say):—

A railway (No. 1), commencing in the parish and metropolitan borough of Paddington at a point under Bishops's-road at or near the junction therewith of Eastbourne-terrace, and terminating in the parish and metropolitan borough of Saint Marylebone at a point under Bryanston-street at or near the junction therewith of Edgware-road.

A railway (No. 2), commencing at the termination of Railway No. 1 hereinbefore described, and terminating in the parish of Saint George, Hanover-square, in the city of Westminster, at a point under Wilton-road, at or near the junction therewith of Victoria-street.

A railway (No. 3), commencing at the termination of Railway No. 2 hereinbefore

described, and terminating in the parish of Saint Margaret and Saint John, Westminster, in the city of Westminster, at a point under Vauxhall Bridge-road at or near the junction therewith of Grosvenor-road.

A railway (No. 4), commencing at the termination of Railway No. 3 hereinbefore described, and terminating in the parish and metropolitan borough of Lambeth at a point under the Camberwell New-road, at or near the junction therewith of Foxley-road.

A subway (No. 1) for foot passengers only, to be situate wholly in the parish and borough of Paddington aforesaid, commencing by a junction with the existing passenger subway under the platforms of Paddington Station at its south-western end, and terminating by a junction with Railway No. 1, hereinbefore described, under the centre of Eastbourne-terrace, 50 yards or thereabouts in a south-westerly direction from the south-western end of the last-mentioned subway.

A subway (No. 2) for foot passengers only, to be situate wholly in the parish of Saint George, Hanover-square, and city of Westminster, commencing by a junction with Railway No. 2 hereinbefore described at a point under the street leading from Victoria-street to Wilton-road 10 yards or thereabouts measured in a north-easterly direction from the junction of the first-mentioned street with Wilton-road, and terminating at a point in the subway leading from the Metropolitan District Railway Station at Victoria to the Victoria Station of the South Eastern and Chatham Railways 35 yards or thereabouts from the said Metropolitan District Railway Station.

A subway (No. 3) for foot passengers only, to be situate wholly in the parish and metropolitan borough of Lambeth, commencing by a junction with Railway No. 4 hereinbefore described, at a point under the west side of the Albert Embankment at or near the junction therewith of Upper Kennington-lane, and terminating by a junction with the booking-hall or platform approach of the Vauxhall Station of the London and South-Western Railway, at or near the western end thereof.

The said railways, subways, and works will pass through or into or be situated within the parishes and places following (that is to say):—

Paddington; Saint Marylebone; Saint George, Hanover-square; Saint Margaret's and Saint John's, Westminster; the city of Westminster; Saint Mary, Lambeth; Lambeth; Vauxhall; and Kennington, or some or one of them, in the county of London.

The gauge to be adopted for the intended railways will be 4 feet 8½ inches (standard) gauge, and the motive power to be employed will be electricity or any mechanical power (other than steam locomotives).

To authorise the Company to cross, stop up, close for traffic, alter, remove, divert, and otherwise interfere with, either temporarily or permanently, any roads, streets, highways, squares, footpaths, or places, railways, tramways, subways, tunnels, rivers, bridges, gas and water mains, and pipes, sewers, culverts, drain pipes, telegraphs, telephones, pneumatic and hydraulic tubes, wires, electric apparatus, or other works, conveniences, and appliances

within or adjoining the aforesaid parishes and places or any of them, and to appropriate and use for the purposes of the intended works or of the intended Act the subsoil and under-surface of any lands, streets, roads, squares, highways, and places under, along, or across which any of the proposed works are intended to be made.

To authorise the Company to deviate from the lines or situations, and from the levels of any of the works shown on the plans and sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the intended Act, and, in either case, whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, or works, which may be rendered insecure or affected by any of the intended works, and whether such houses, buildings, or works are or are not intended or required to be taken for the purposes thereof.

To authorise the Company to purchase by compulsion or agreement houses, lands, and other property in the parishes and places hereinafter mentioned, and easements therein and thereunder for the purposes of the intended works, and of the intended Act, and in particular to empower the Company to purchase and acquire by compulsion or agreement, and to hold and use for, amongst other purposes, the purposes of stations for generating electric power, with all necessary or convenient buildings, works, engines, dynamos, apparatus, and conveniences, the lands in the county of London hereinafter described, and to vary and extinguish all rights and privileges connected with such lands, houses, and buildings.

The lands, power to use which for generating stations will be sought, are:—

- (a) Certain land, houses, and buildings in the parish and metropolitan borough of Paddington, lying between Bishop's-road, Eastbourne-terrace, Sheldon-street, and James-street.
- (b) Certain other lands, houses, and buildings in the parish and metropolitan borough of Paddington, lying between James-street, Eastbourne-mews, Chilworth-street, and Eastbourne-terrace.
- (c) Certain other lands, houses, and buildings in the parish and metropolitan borough of Paddington, lying between Chilworth-street, Charles-mews, Craven-road, and Eastbourne-terrace.
- (d) Certain other lands in the parish and metropolitan borough of Lambeth, lying between the Camberwell New-road, Foxley-road, Cranmer-road, an imaginary line drawn 60 yards or thereabouts along the rear of the premises on the south side of Camberwell New-road, from the south-west corner of the public gardens in Brixton-road, an imaginary line drawn from a point at a distance 80 yards from the northern end of the junction of Cranmer-road and Brixton-road, to a point in the rear of the houses in the Camberwell New-road 60 yards from the south-west corner of the public gardens in the Brixton-road and the said public gardens.

To empower the Company, notwithstanding the 92nd Section, or any other section, of the Lands Clauses Consolidation Act, 1845, or any Act amending the same or any other statutory enactment, to purchase and take by compulsion

or agreement any part of any lands, vaults, cellars, arches, or other offices attached or belonging to any houses, buildings, manufactories, or other premises, without being required or compelled to purchase the whole of such premises, and to appropriate and use the subsoil under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, without being required to purchase any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or the site thereof, or any easement, or right to the use of such subsoil.

To authorise the Company to sell, convey, demise, and lease, or otherwise dispose of, and to hold lands, tenements, and hereditaments purchased or acquired under the powers of the intended Act, and so far as may be necessary or expedient, to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company to levy and recover tolls, rates, and charges, upon and in respect of the said intended railways, subways, and works, and conveniences, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges respectively.

To empower the Company on the one hand, and the Great Western Railway Company, the North-West London Railway Company, the Metropolitan Railway Company, the Central London Railway Company, the Brompton and Piccadilly Circus Railway Company, the Metropolitan District Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern and Chatham Railway Companies, the Victoria Station and Pimlico Railway Company, the London and South Western Railway Company, the City and South London Railway Company, and the City and Brixton Railway Company, or any or either of them (hereinafter referred to as the "contracting Companies") on the other hand, to enter into and carry into effect agreements for or with respect to the interchange, transmission, and delivery of traffic coming from, destined for, or passing over the respective railways and works of the contracting Companies, the supply of rolling or working stock and machinery, the supply of electricity or generating power, 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 with respect to the construction, working, use, management, and maintenance of the railways and works of the contracting Companies, or any or either of them or any part thereof, and with respect to the joint or separate construction, ownership, use, and occupation of any railways, stations, subways, with or without lifts and other works of the contracting Companies, or any of them, 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 the purposes aforesaid, and to confirm and give effect to any such agreement which has been or may be entered into prior to the passing of the intended Act.

To empower the contracting Companies aforesaid, or any or either of them, to apply their capital and funds to any purposes of the intended Act in which they are interested.

To empower the Company and the London County Council (hereinafter called "the County

Council"), the Mayor, Aldermen, and Burgesses of the borough of Paddington, the Mayor, Aldermen, and Citizens of the city of Westminster, the Mayor, Aldermen, and Burgesses of the borough of Lambeth (hereinafter collectively referred to as "the Corporations"), or any district board of works or body having the control or management of streets, roads, sewers, water, gas, hydraulic, or other pipes, wires, or apparatus on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction or maintenance of the intended railways, subways, and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrangements which have been or may be made with reference to all or any such matters, and to confer upon the County Council, the Corporations, and any district board of works, or other body as aforesaid respectively, or any or either of them, in furtherance of any such agreement, all or any of the powers of the intended Act.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or any of the funds of the Company, from time to time during construction, interest or dividends on any shares, stocks, or debenture stock of the Company.

To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To enable the Company, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, contained to the contrary, to put in force the powers of the special Act for the compulsory purchase of land for, and the construction of any one or more of the railways, subways, and works thereby authorised, without having first raised the whole of the capital or estimated sums for the whole of the undertaking.

To alter, amend, extend, and if need be, repeal the provisions, or some of the provisions, of the several Acts of Parliament following (that is to say):—

The Act 5 and 6 Will. IV, cap. 107, relating to the Great Western Railway Company, the North West London Railway Act, 1899, the Metropolitan Railway Act, 1854, the Brompton and Piccadilly Circus Railway Act, 1897, the Metropolitan District Railway Act, 27 and 28 Vict., cap. 322, the Act 9 and 10 Vict., cap. 283, relating to the London, Brighton, and South Coast Railway Company, the Act 6 Will. IV, cap. 75, relating to the South Eastern Railway Company, the Act 16 and 17 Vict., cap. 132, relating to the Chatham Company, the London and Southampton Railway Act, 1834, relating to the London and South Western Railway Company, the City of London and Southwark Subway Act, 1884, relating to the City and South London Railway, the City and Brixton Railway Act, 1898, and all other Acts relating to those Companies or any of them; the Metropolis Local Management Acts, 1855 and 1856, and the Local Government Act, 1888, and all other Acts relating to the London

County Council and the London Government Act, 1899.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the railways, subways, and works proposed to be authorised by the intended Act, showing the lines and levels thereof, the plans showing also the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference to such plans respectively, together with in each case a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of London, at his office at the Sessions House, Clerkenwell; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the areas hereinafter mentioned in or through which the said railways, subways, and works, or any part thereof are, or is intended to be made, or will be situate, or in which any lands to be taken or acquired compulsorily under the powers of the intended Act are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say):—

In the case of the metropolitan boroughs of Paddington, Saint Marylebone, and Lambeth, with the Town Clerks of those boroughs, at their respective offices; and in the case of the city of Westminster, with the Town Clerk thereof, at his office.

And notice is hereby given, that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1900.

WILLIAMS, GOSS, and Co., Vestry House, Laurence Pountney-hill, London, Solicitors for the intended Act.

J. D. TETLEY and Co., 21, Great College-street, Westminster.

BURCHELL, WILDE, and Co., 36, Victoria-street, Westminster; Parliamentary Agents.

Board of Trade.—Session 1901.

Alnwick Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the City of Lincoln, Electrical Engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the Urban District of Alnwick, in the county of Northumberland; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Street; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-Tyne,

colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West-parade, in the city of Lincoln, electrical engineer, carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes (that is to say):—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof (that is to say):—

The urban district of Alnwick, in the county of Northumberland.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Bondgate Without, Bondgate Within, Market-street, Clayport-street, Fenkle-street, Pottergate, Bailiffgate, Narrowgate, South-road to Oaks Corner, Alnmouth main road, from Oaks Corner to Oaklands.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets:—

Bow-alley, Prudhoe-street (lower part), Prudhoe-street (east extension), Wagon Way, East Parade, and road next to railway,

Wagon Way-road, Back Ways behind Duke's-buildings.

Railways:—North Eastern Railway.

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligations to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the county of Northumberland at his office at Newcastle-upon-Tyne, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at the office of Mr. Geoffrey Wilson, Surveyor, Bat Green, Alnwick (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBITTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and CO., 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

Watford and District Tramways.

(Incorporation of Company; Construction of Tramways; Gauge; Motive Power; Street Road and Bridge Widening and Compulsory Purchase of Lands therefor and Power to take Parts of Property; Common or Commonable Land; Provisions as to Use of Animal Electrical or other Mechanical Power; Overhead Wires; Land for Generating Station; Tolls Rates and Charges; Supply of Electricity in Bulk to other Companies and Bodies; Agreements with Local Authorities as to Mode of Construction and User of Streets and Roads; Incorporation of and Amendments of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following purposes (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make form lay down maintain work and use the tramways hereinafter described or some or one of them with all proper rails plates sleepers posts tubes wires apparatus channels junctions turntables turnouts crossings passing places carriage-houses or depots engine houses stations buildings works and conveniences connected therewith (that is to say):—

(In the following descriptions of the proposed tramways or narrow places in streets hereinafter described where any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid or in which such narrow place occurs the distance unless otherwise stated is to be taken as measured from the point at which the lines drawn along the centres of the two streets or roads and continued would intersect each other and a point described as being opposite a street or road is to be taken unless otherwise stated as opposite the centre of the street or road. And the distance and lengths given for the purpose of describing the commencement and termination of the proposed Tramways are to be read as if the words "or thereabouts" had been inserted after such distance or length.)

Tramway No. 1.

Commencing in St. Albans-road in the Parish and Urban District of Watford and the Parish of Watford Rural at a point 0.40 chain south of the intersection of the centre lines of St. Albans-road and Bushey Mill-lane passing thence in a southerly direction along St. Albans-road and terminating therein at a point 0.80 chain south of the intersection of the centre lines of St. Albans-road and Judge-street.

Tramway No. 2.

Commencing in St. Albans-road wholly in the Parish and Urban District of Watford by a junction with Tramway No. 1 at its point of termination passing thence in a southerly direction along St. Albans-road and terminating therein at a point 2.70 chains south of the intersection of the centre lines of St. Albans-road and Station-road.

Tramway No. 3.

Commencing in St. Albans-road wholly in the Parish and Urban District of Watford by a junction with Tramway No. 2 at a point 0.60 chain north of the intersection of the centre lines of St. Albans-road and Station-road, passing thence in a southerly and easterly direction into and along Station-road and terminating therein at a point 4.00 chains east of the intersection of

the centre lines of Station-road and Westland-road.

Tramway No. 4.

Commencing in St. Albans-road wholly in the Parish and Urban District of Watford by a junction with Tramway No. 2 at its point of termination passing thence in a southerly direction along St. Albans-road and south-easterly into and along High-street and terminating therein at a point 1.90 chains south-east of the intersection of the centre lines of St. Albans-road and High-street.

Tramway No. 5 (A Loop Line).

Commencing in the Rickmansworth-road otherwise called Watford-road wholly in the Parish and Urban District of Watford by a junction with Tramway No. 11 at a point 2.25 chains north-east of the intersection of the centre lines of Rosslyn-road and the Rickmansworth-road (otherwise called Watford-road) passing thence in a northerly direction into St. Albans-road and terminating therein by a junction with Tramway No. 4 at a point 0.80 chain north of the intersection of the centre lines of Rickmansworth-road (otherwise called Watford-road) and High-street.

Tramway No. 6.

Commencing in High-street wholly in the Parish and Urban District of Watford by a junction with Tramway No. 4 at its point of termination passing thence in a south-easterly direction along High-street and Chalk-hill and easterly along London-road and terminating therein at a point 9.60 chains east of the intersection of the centre lines of London-road and Villiers-road.

Tramway No. 7.

Commencing in London-road wholly in the Parishes of Bushey Urban and Bushey Rural by a junction with Tramway No. 6 at its point of termination passing thence in an easterly direction along London-road, High-street (Bushey), Sparrows Herne, and south-easterly along Bushey Heath and terminating therein at a point 1.50 chains south-east of the intersection of the centre lines of Hartsbourne-road and Bushey Heath.

Tramway No. 8.

Commencing in High-street, Rickmansworth, wholly in the Parish and Urban District of Rickmansworth at a point 3.40 chains west of the intersection of the centre lines of Church-street and High-street, passing thence in an easterly and northerly direction along High-street, and terminating therein at a point 13.30 chains north of the intersection of the centre lines of High-street, Rickmansworth and Talbot-road.

Tramway No. 9.

Commencing in High-street, Rickmansworth, wholly in the Parish and Urban District of Rickmansworth by a junction with Tramway No. 8, at its point of termination, passing thence in a northerly direction along High-street, easterly along Park-road, northerly across the field immediately to the west of Copthorn-road, numbered 180 upon sheet XLIII—8 of the 1/2500 ordnance map of Hertfordshire, passing thence northerly into and along Copthorn-road, easterly across fields or enclosures numbered 420, 204 and 205 upon the aforesaid ordnance sheet and terminating in the Croxley Green at a point 10.80 chains west of the intersection of the centre lines of New-road and Garden-road, by a junction with Tramway No. 10 at its point of commencement.

Tramway No. 10.

Commencing in the Croxley Green partly in the Parish and Urban District of Rickmansworth and partly in the Parish of Rickmans-

worth Rural by a junction with Tramway No. 9 at its point of termination passing thence in an easterly direction across the Green into and along New-road, south-easterly into and along Rickmansworth-road (otherwise called Watford-road) and thence in a north-easterly and easterly direction along Rickmansworth-road (otherwise called Watford-road) and terminating therein upon Cassio Bridge by a junction with Tramway No. 11, at its point of commencement, at the boundary separating the Parishes of Rickmansworth Rural and Watford Rural.

Tramway No. 11.

Commencing in the Rickmansworth-road (otherwise called Watford-road) in the Parish and Urban District of Watford and Parish of Watford Rural by a junction with Tramway No. 10 at its point of termination, passing thence in a north-easterly and easterly direction along the Rickmansworth-road (otherwise called Watford-road) into High-street and terminating therein by a junction with Tramway No. 6 at its point of commencement.

Tramway No. 12 (a loop line).

Commencing in Station-road wholly in the Parish and Urban District of Watford by a junction with Tramway No. 3 at a point 4.90 chains west of the intersection of the centre lines of Station-road and Westland-road, passing thence in a westerly and south-westerly direction into St. Albans-road and terminating therein by a junction with Tramway No. 2 at a point 0.70 chain south of the intersection of the centre lines of Station-road and St. Albans-road.

The said intended Tramways will be situate in the following parishes townships or extra parochial places, namely:—Watford Urban, Watford Rural, Bushey Urban, Bushey Rural, Rickmansworth Urban, and Rickmansworth Rural, all in the County of Hertford.

It is proposed to lay the Tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the Tramway in the case of the following Tramways and at the points herein after mentioned with respect to each of them, namely:—

Tramway No. 1.

- (a) In St. Albans-road, on both sides thereof between points respectively 0.40 chain and 33.50 chains south of the intersection of the centre lines of St. Albans-road and Bushey Mill-lane.

Tramway No. 2.

- (a) In St. Albans-road, on both sides thereof, between points respectively 0.80 chain and 3.30 chains south of the intersection of the centre lines of St. Albans-road and Yarmouth-road.
- (b) In St. Albans-road, on both sides thereof, between points respectively 0.55 chain and 3.05 chains south of the intersection of the centre lines of St. Albans-road and Brixton-road.
- (c) In St. Albans-road, on both sides thereof, between points respectively 4.15 chains and 4.65 chains south of the intersection of the centre lines of St. Albans-road and Brixton-road.
- (d) In St. Albans-road, on both sides thereof, between points respectively 0.10 chain and 2.30 chains south of the intersection of the centre lines of St. Albans-road and Bedford-street.
- (e) In St. Albans-road, on both sides thereof, between points respectively 5.80 chains and 8.00 chains south of the intersection of the

centre lines of St. Albans-road and Bedford-street.

- (f) In St. Albans-road, on both sides thereof, between points respectively 0.30 chain and 0.95 chain south of the intersection of the centre lines of St. Albans-road and Church-road.
- (g) In St. Albans-road, on both sides thereof, between points respectively 4.65 chains and 8.60 chains south of the intersection of the centre lines of St. Albans-road and Church-road.

Tramway No. 4.

- (a) In St. Albans-road, on both sides thereof, between points respectively 4.65 chains and 9.30 chains south of the intersection of the centre lines of St. Albans-road and Canterbury-road.
- (b) In St. Albans-road, on both sides thereof, between points respectively 1.20 chains and 5.90 chains south of the intersection of the centre lines of St. Albans-road and Weymouth-street.

Tramway No. 5.

- (a) In the Rickmansworth-road (otherwise called Watford-road), on both sides thereof, between points respectively 3.50 chains and 4.70 chains north-east of the intersection of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Rosslyn-road.

Tramway No. 6.

- (a) In High-street, on both sides thereof, between points respectively 3.30 chains and 5.80 chains south-east of the intersection of the centre lines of High-street and St. Albans-road.
- (b) In High-street, on both sides thereof, between points respectively 1.80 chains and 4.30 chains south-east of the intersection of the centre lines of High-street and Clarendon-road.
- (c) In High-street, on both sides thereof, between points respectively 2.50 chains and 4.30 chains south-east of the intersection of the centre lines of High-street and New-street.
- (d) In High-street, on both sides thereof, between points respectively 0.60 chain and 3.15 chains south-east of the intersection of the centre lines of High-street and Loates-lane.
- (e) In High-street, on both sides thereof, between points respectively 0.65 chain and 3.20 chains south-east of the intersection of the centre lines of High-street and Carey-place.
- (f) In High-street, on both sides thereof, between points respectively 2.55 chains and 4.70 chains south-east of the intersection of the centre lines of High-street and Water-lane.
- (g) In High-street, on both sides thereof, between points respectively 1.60 chains and 11.65 chains South-east of the intersection of the centre lines of High-street and Local Board-road.
- (h) In High-street, on both sides thereof, between points respectively 0.55 chain North-west and 5.25 chains south-east of the intersection of the centre lines of High-street and Bridge-place.
- (i) In High-street, on both sides thereof, between points respectively 6.95 chains and 10.45 chains south-east of the intersection of the centre lines of High-street and Bridge-place.
- (j) In Chalk Hill, on both sides thereof, be-

tween points respectively 2.10 chains and 8.00 chains east of the intersection of the centre lines of Chalk Hill and Eastbury-road.

(k) In London-road, on both sides thereof, between points respectively 2.30 chains and 3.40 chains East of the intersection of the centre lines of London-road and Villiers-road.

(l) In London-road, on both sides thereof, between points respectively 4.20 chains and 4.50 chains west of the intersection of the centre lines of London-road and Bushey Grange-road.

Tramway No. 7.

(a) In London-road, on both sides thereof, between points respectively 4.20 chains west and 5.20 chains east of the intersection of the centre lines of London-road and Bushey Grange-road.

(b) In London-road, on both sides thereof, between points respectively 11.20 chains and 13.50 chains east of the intersection of the centre lines of London-road and Bushey Grange-road.

(c) In London-road, on both sides thereof, between points respectively 0.25 chain and 4.80 chains west of the intersection of the centre lines of London-road and Merryhill-road.

(d) In High-street (Bushey), on both sides thereof, between points respectively 2.90 chains west and 2.90 chains east of the intersection of the centre lines of High-street (Bushey) and Falconer-road.

(e) In High-street (Bushey), on both sides thereof, between points respectively 0.55 chain and 3.05 chains west of the intersection of the centre lines of High-street (Bushey) and Rudolph-road.

(f) In High-street (Bushey), on both sides thereof, between points respectively 1.40 chains and 6.80 chains east of the intersection of the centre lines of High-street (Bushey) and Rudolph-road.

(g) In High-street (Bushey), on both sides thereof, between points respectively 7.40 chains and 9.90 chains east of the intersection of the centre lines of High-street (Bushey) and Bournehall-road.

(h) In High-street (Bushey), on both sides thereof, between points respectively 10.50 chains and 13.00 chains south-east of the intersection of the centre lines of High-street (Bushey) and Melbourne-road.

(i) In Sparrows Herne, on both sides thereof, between points respectively 1.90 chains and 7.10 chains south-east of the intersection of the centre lines of Sparrows Herne and School-lane.

(j) In Sparrows Herne, on both sides thereof, between points respectively 2.20 chains and 9.00 chains west of the intersection of the centre lines of Sparrows Herne and Merryhill-road.

(k) In Sparrows Herne, on both sides thereof, between points respectively 1.10 chains and 2.40 chains south-east of the intersection of the centre lines of Sparrows Herne and Merryhill-road.

(l) In Sparrows Herne, on both sides thereof between points respectively 0.50 chain and 4.00 chains west of the intersection of the centre lines of Sparrows Herne and Elstree-road.

Tramway No. 8.

(a) In High-street (Rickmansworth), on both sides thereof, between points respectively

1.35 chains and 3.40 chains west of the intersection of the centre lines of High-street (Rickmansworth) and Church-street.

(b) In High-street (Rickmansworth), on both sides thereof, between points respectively 11.00 chains west and 13.40 chains north of the intersection of the centre lines of High-street (Rickmansworth) and Talbot-road.

Tramway No. 9.

(a) In High-street (Rickmansworth), on both sides thereof, between points respectively 13.40 chains and 17.20 chains north of the intersection of the centre lines of High-street (Rickmansworth) and Talbot-road.

(b) In Park-road, on both sides thereof, between points respectively 18.95 chains and 36.60 chains north-east of the intersection of the centre lines of Park-road and Talbot-road.

(c) In Copthorn-road, on both sides thereof, between points respectively 13.30 chain and 26.40 chains north of the intersection of the centre lines of Copthorn-road and Scots-hill.

Tramway No. 10.

(a) In the Croxley-green and New-road, on both sides thereof, between points respectively 0.15 chain and 45.80 chains east of the intersection of the centre lines of the Croxley-green and New-road.

(b) In the Rickmansworth-road (otherwise called Watford-road); on both sides thereof, between points respectively 0.10 chain and 62.40 chains north-east of the intersection of the centre lines of the Rickmansworth-road (otherwise called the Watford-road) and New-road.

(c) In the Rickmansworth-road (otherwise called Watford-road), on both sides thereof, between points respectively 9.70 chains and 10.00 chains east of the intersection of the centre lines of the Rickmansworth-road (otherwise called the Watford-road) and Baldwin's-lane.

Tramway No. 11.

(a) In the Rickmansworth-road (otherwise called Watford-road), on both sides thereof, between points respectively 10.00 chains and 10.20 chains east of the intersection of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Baldwin's-lane.

(b) In the Rickmansworth-road (otherwise called Watford-road), on both sides thereof, between points respectively 11.90 chains and 90.90 chains east of the intersection of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Baldwin's-lane.

(c) In the Rickmansworth-road (otherwise called Watford-road), on both sides thereof, between points respectively 0.30 chain and 1.80 chains south-west of the intersection of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Cassio-road.

(d) In the Rickmansworth-road (otherwise called Watford-road) on both sides thereof, between points respectively 3.50 chains and 6.00 chains north-east of the intersection of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Cassio-road.

(e) In the Rickmansworth-road (otherwise called Watford-road) on both sides thereof, between points respectively 3.50 chains and 4.80 chains north-east of the intersection

of the centre lines of the Rickmansworth-road (otherwise called Watford-road) and Rosslyn-road.

The proposed Tramways will be constructed on a gauge of 4 feet 8½ inches and it is not intended to run thereon carriages or trucks adapted for use on Railways.

The power to be employed for moving carriages or trucks on the said Tramways will be animal electrical or any other mechanical power.

To empower the Company to make in the lines and according to the levels shown on the deposited plans and sections the following street or road widenings in the parishes or townships of Rickmansworth Rural and Watford Rural with all necessary work and conveniences connected therewith:—

1. A widening of Rickmansworth-road on both sides thereof commencing at the parish boundaries of Rickmansworth Urban and Rickmansworth Rural and terminating in the Parish of Watford Rural at a point 80 yards east of Cassio Bridge.
2. A widening of the bridge carrying the Rickmansworth-road over the Grand Junction Canal in the Parish of Rickmansworth Rural to 36 feet between the parapets and of the approaches thereto and to take lands for this purpose on both sides of the said Canal and adjacent thereto.
3. A widening of Cassio Bridge over the River Gade in the Parishes of Rickmansworth Rural and Watford Rural to 36 feet between the parapets and the approaches thereto and to take land for this purpose on both sides of the said River Gade.
4. A widening of Scots Bridge in the Parish of Rickmansworth Urban to 36 feet between the parapets and of the approaches thereto and to take lands for this purpose on both sides of the said bridge.

And to enable the Company to dedicate the widened streets or roads to the public and to provide for the maintenance of such roads by the local authority in whom any such street or road is vested and the Company.

To authorise the Company for any of the purposes aforesaid or of the intended Act to acquire by compulsion or agreement or to take on lease lands houses buildings or other property and to acquire easements and rights over or in connection therewith and to erect and build offices buildings stables and other conveniences and to sell let or dispose of any such lands houses buildings and property.

To exempt the Company from operation of Section 92 of the Lands Clauses Consolidation Act 1845, so as to enable them to purchase compulsorily parts only of certain properties for the before-mentioned Tramways street or road widenings and other works and to authorise the Company to hold any lands which they may acquire under the authority of the intended Act free from the provisions of the Lands Clauses Consolidation Act 1845, with respect to superfluous lands

To authorise the Company to deviate in the construction of the Tramways street or road widenings and other works to be authorised by the said intended Act both vertically and laterally to the extent shown on the deposited plans and sections or to be defined by the Bill or prescribed by Parliament.

To empower the Company to enter upon and open the surface of and alter and stop up remove and otherwise interfere with streets highways public and private roadways footways pavements water-courses bridges sewers drains water-pipes gas pipes and electric telegraphic and telephonic

posts tubes wires and apparatus within all or any of the districts mentioned in this Notice for the purpose of constructing maintaining repairing renewing or altering the proposed Tramways and works or for other the purposes of the intended Act.

To make junctions or communications with roads streets sewers and drains and if necessary to alter the levels thereof and to remove alter or interfere with the sewers drains gas water and other mains or pipes telegraphs telephones or other electrical apparatus.

To authorise the Company to enter into and carry into effect agreements for and with regard to the construction and transfer of any of the proposed and future Tramways property rights and privileges and for leasing the same and also with regard to the working of the proposed and future Tramways for supplying electricity thereto and in other respects in relation to the tramways.

To empower the Company to work and use the intended tramways and any tramways for the time being leased to or run over by worked or used by the Company or any of them by means of carriages or vehicles propelled by animal power electric power supplied on the overhead system or otherwise or any other mechanical power and for that purpose or any purpose ancillary thereto to confer on the Company such rights powers and privileges as may be necessary or expedient for carrying into effect the purposes of intended Act and in particular power to make such alterations of any tramways for the time being leased to or run over worked or used by the Company and to execute all such works on or in connection therewith as may be necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid. To empower the Company to enter upon and open the surface of and to lay down on in under or over the surface of any street road or place whether tramways are laid thereon or otherwise such posts wires tubes mains plates boxes or apparatus and to make and maintain such openings posts wires tubes or ways on in under or over any such surface and to attach to any house or building such supports brackets and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any engines machinery or apparatus or for connecting any portions of such tramways and to empower the Company for the purpose of working the said tramways or any of them to erect engines and machinery and to acquire and hold patent and other rights and licences and to use any patent and other rights and licences in relation to any such electrical power.

To empower the Company to acquire by compulsion or agreement and to hold and use the lands hereinafter described or some part thereof or some of them for the purpose of a station or stations for generating electrical energy and to erect maintain and use thereon such buildings engines dynamos and other machinery apparatus works and conveniences as may be necessary or suitable for those purposes (that is to say):—

A piece of land two acres or thereabouts in extent situate in the Parish of Watford adjoining and south of London-road.

To empower the Company to acquire an easement over the common or commonable land known as Croxley Green in the Parish of Rickmansworth Urban for the purposes of their Tramways the quantity of such land not exceeding in the whole one quarter of an acre.

To empower the Company from time to time and either temporarily or permanently to make

maintain alter remove or abandon such tramways crossings passing places deviations sidings junctions curves turnouts turntables and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the working of the tramways or any of them or otherwise in the interests of the Company or for facilitating the passage of traffic along streets or for providing access to any stables or carriage houses stations engine houses works or buildings of the Company and to enable the Company to make junctions and connections of the intended tramways with any other tramways.

To provide that the Company shall not use the tramways for the conveyance of goods save as may be prescribed by the Bill.

To enable the Company to levy tolls rates and charges for the use of the tramways and of any other tramways owned leased to or run over worked or used by them and for the conveyance of passengers and traffic thereon and to confer vary or extinguish exemptions from the payment of such tolls rates and charges and to alter existing tolls rates and charges and any exemptions therefrom.

To empower the Company to apply for or take transfers of provisional orders enabling them to supply electrical energy and to supply electrical energy under such orders and to empower the Company and any local authority company body or person to enter into agreements with reference to the supply of electrical energy in bulk or otherwise by or to the Company to by or any such local authority company body or person in such manner and on such terms and subject to such conditions as may be prescribed by the Bill.

To empower the Company on the one hand and any local authority on the other hand to enter into contracts or agreements with regard to all or any of the purposes of the intended Act and as to the laying down altering maintaining renewing repairing working and using of the intended tramways and the rails plates sleepers ways and works connected therewith or with the working of the same by animal electrical or other mechanical power and for facilitating the passage of carriages and traffic over or along the same.

To vary or extinguish all rights and privileges inconsistent with or which would or might interfere with any of the objects of the intended Act and to confer other rights and privileges.

To enable the Company notwithstanding anything contained in the Companies Clauses Act 1845 to pay out of their capital or funds from time to time during construction interest or dividend on any shares or stock of the Company.

To alter the provisions of the Tramways Act 1870 with reference to the purchase of the Tramways by local authorities and make other provisions with respect to the purchase of the Tramways and undertaking of the Company by the local authority particularly with reference to the date of the service of the notice by the local authority the method of payment and the basis upon which the amount to be paid shall be settled.

To incorporate in the intended Act and extend and apply to the intended Tramways and works with or without modification or amendment all or some of the powers and provisions of the Lands Clauses Acts; the Companies Clauses Acts 1845, 1863, and 1869; the Tramways Act, 1870; the Electric Lighting Acts 1882 and 1888; and the Electric Lighting (Clauses) Act 1899.

Duplicate plans and sections showing the lines situations and levels of the intended Tramways and other works the plans also showing the additional lands which may be taken under the powers

of the intended Acts and a book of reference to such plans and a copy of the Notice as published in the London Gazette will be deposited for public inspection on or before the 30th day of November inst. with the Clerk of the Peace for the County of Hertford at his office at Hertford, and on or before the same date a copy of so much of the said plans and sections and book of reference as relates to each urban district or parish in or through which any of the intended Tramways or works will be made or in which any lands are intended to be taken and a copy of this Notice as published in the London Gazette will be deposited in the case of each urban district with the Clerk of the urban district council of that district at his office and in the case of each parish where a parish has been constituted for or including any such parish with the clerk of such parish council at his office or residence as the case may be or if there is no such clerk, with the chairman of such council at his residence, and in the case of each other parish with the clerk of the council of the rural district in which such parish is situate at his office.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 19th day of November, 1900.

WILLIAM WEBB and Co., 37 and 39, Essex-street, Strand, Solicitors.

WARWICK WEBB, Bush-lane House, Bush-lane, London, E.C., Parliamentary Agent.

In Parliament—Session 1901.

Harpenden District Gas.

(Dissolution and re-incorporation of the Harpenden Gas Light and Coke Company Limited Powers to Supply Gas and Residual Products Definition of Limits of Supply Powers to Maintain and Continue Existing and for Construction of new Gas Works and Works connected therewith and for Acquisition of Patent Rights Manufacture Supply &c. of Gas Residual Products &c. Construction User &c. of Sidings Meters Fittings &c. Purchase of Lands by Agreement Sale Lease &c. of superfluous land Breaking up of Streets, &c. Rates Rents and Charges Supply of Gas in Bulk Agreement with Local Authorities and Other Provisions as to Inspection as to Errors in Meters, the Discontinuance of the use of Gas Prescription of Specifications of Internal Fittings &c. Exemption of fittings &c. from Distress Electric Lighting and Other Powers Capital Incorporation Amendment and Repeal of Acts and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Harpenden Gas Light and Coke Company Limited (hereinafter called "the Limited Company") for an Act for all or some of the following purposes, that is to say:—

1. To dissolve the Limited Company and to cancel and annul their memorandum and articles of Association resolutions and other instruments under which the Limited Company are now acting and to provide for their winding up and to incorporate the shareholders therein or some of them with or without other persons or Corporations into a new Company (hereinafter called "the Company") under the name or style of "the Harpenden District Gas Company" or other name or style.
2. To confer on the Company all necessary powers and authorities for the maintenance

- and construction of Gas Works and the manufacture production storage and supply of gas for all domestic trading public and other purposes within the parish of Harpenden Urban in the Urban District of Harpenden and the parishes of Harpenden Rural Wheathampstead and Redbourn in the Rural District of St. Albans all in the county of Hertford (hereinafter called "the limits of supply").
3. To provide for the vesting in the Company of all the undertaking lands works buildings machinery plant apparatus stock mains pipes meters holders property effects interests rights easements powers privileges leases licenses chattels choses in action contracts moneys securities credits and liabilities of what kind or nature soever now vested in or belonging to or held or enjoyed by the Limited Company or held in trust for or provided by them and to empower the Company to hold sell lease exchange or otherwise dispose of lands and other property.
 4. To authorise the Company to maintain alter improve enlarge extend and renew or discontinue the existing gas works of the Limited Company upon the lands hereinafter described and on those lands or any part or parts thereof to erect lay down make maintain alter improve enlarge extend and renew or discontinue with all necessary roads approaches sidings and conveniences gas works retorts gas holders receivers purifiers drains sewers mains pipes meters lamps lampposts burners stopcocks machinery and other works and apparatus and conveniences and to do all such acts as they may think proper for making and storing gas and for supplying gas of any kind or description and for any purposes within the limits of supply and to supply gas accordingly and to manufacture sell provide supply and deal in coke tar pitch asphaltum lime ammoniacal liquor sulphate of ammonia and all other products or residuum of any materials employed in or resulting from the manufacture of gas and to carry on the businesses usually carried on by gas companies or which are or may be incident thereto or carried on therewith.
- The lands above referred to are—
- Lands in the Parish of Harpenden Urban in the Urban District of Harpenden in the County of Hertford now belonging or reputed to belong to the Limited Company and on which the existing gas works of the Limited Company are situated and which contain by admeasurement 2a. Or. 24p. or thereabouts such lands comprising land numbered 363 and part of a parcel of land numbered 321 on the 1/2500 ordnance map 2nd edition 1898 of the said parish and being bounded on the west or north-west by the Midland Railway on the south or south-west partly by the public highway known as Wheathampstead-road or waste land adjoining the said highway and partly by garden ground held with certain cottages belonging or reputed to belong to Sarah Jane Wood and Emma Webb in the occupation of George Hiscot and John Woodwards on the east or south-east partly by the said garden ground and cottages and partly by other land belonging or reputed to belong to the said Sarah Jane Wood and Emma Webb leased to Benjamin Bennett and now in the occupation of Henry Dickinson and on the north or north-east by land belonging or reputed to belong to Sir Charles Bennet Lawes and now in the occupation of William Hitchcock.
5. To construct maintain use and run over and to acquire by agreement rights of user or other easements over or in respect of railway sidings for the transport of coal coke and other products and all materials and things to and from the gas lands and the Midland Railway and other railways accessible therefrom or thereby.
 6. To empower the Company to purchase by agreement and hold and take on lease such additional lands works buildings easements hereditaments and other properties as they may from time to time require for the purposes of their gasworks or of their undertaking to confirm and give effect to any conveyances or leases to the Limited Company or the Company and any contracts or agreements between them respectively and any person or bodies with reference to any of the matters aforesaid and to enable the Company to sell lease let exchange or dispose of any lands works buildings easements and hereditaments not required for the purposes of the Company and to empower the Company to erect fit up maintain and let houses cottages and dwellings for the officers servants and workmen of the Company and for any of the purposes of their undertaking.
 7. To authorise the Company to maintain and use and from time to time to alter take up repair and renew and make such extensions of the mains pipes culverts drains and other works of the Limited Company as may in the opinion of the Company be necessary and for that purpose and for the general purposes of the intended Act to open break up cross divert stop up whether temporarily or permanently or alter or otherwise interfere with streets and roads (whether dedicated to the public or not) highways footways occupation roads passages places lands sewers drains pipes railways tramways electric telegraphic telephonic hydraulic or other apparatus rivers canals bridges navigations streams and water-courses.
 8. To empower the Company to manufacture purchase provide sell let on hire use deal in fix and repair and to charge for work done by them in relation to fixing and repairing gas meters slot meters lamps stoves ranges burners tubes pipes fittings engines machinery apparatus and appliances for lighting heating cooking ventilating motive power manufacturing industrial and all or any other purpose whatsoever for which gas may be used or required and to sell and supply gas in bulk or by meter or otherwise.
 9. To authorise the Company to acquire hold use and exercise patent rights and licences thereunder and rights of using any invention for any of the purposes of the intended Act.
 10. To authorise the Company to levy and recover rates rents and charges differential or otherwise for or in respect of the supply of gas for all purposes and residual products and for the supply letting hire or use of gas meters slot meters lamps stoves ranges cooking and heating apparatus engines machinery pipes burners fittings appliances and other articles and things and to alter existing rates rents and charges and to con-

fer vary or extinguish exemptions from payment of rent rates and charges.

11. To make all necessary provisions with respect to the capital shares or stock and debentures or security for borrowed money of the Limited Company and to provide for the issue of shares or stock of the Company to the shareholders or stockholders of the Limited Company in substitution for their existing shares or stock and for the issue to the holders of debentures or securities of the Limited Company of mortgages bonds debentures or debenture stock or shares or stock of the Company in lieu thereof and to authorise the Company to raise further capital by ordinary or preference shares or stock or both and by borrowing on mortgage or by the creation and issue of debentures or debenture stock or by any of such means.
12. To empower the Company to enter into and fulfil contracts and agreements for the supply of gas in bulk within or without the limits of supply with any County Council Parish Council Sanitary Authority or other local authority highway board or surveyors of highways railway companies or other companies or any bodies or persons to vary suspend or rescind any such contracts or agreements and to enter into and carry into effect other arrangements and contracts in lieu thereof or in addition thereto.
13. To make provision as to the notice to be given to the Company before disconnecting any gas meter or before discontinuing the use of gas or ceasing to occupy houses or other premises supplied with gas by the Company and as to the liability of gas consumers for gas supplied to any premises or to any subsequent occupier in default of any such notice as aforesaid being given to the Company and as to the use of anti-fluctuators in respect of gas engines and as to laying pipes with or without the consent of the local authorities for any purposes ancillary to the business of the Company.
14. To make provision for securing the payment of gas rates rents and other charges made by the Company and for the prepayment thereof in certain cases and exempting from liability to distress engines fittings stoves cookers machinery and apparatus supplied or let by the Company for protecting the works and property of the Company and for preventing the waste and misuse of gas and for imposing and the recovery of penalties for any breach of such provisions.
15. To make provision for limiting the period at or during which errors in meters tested in manner provided by the Sale of Gas Act 1859 shall be deemed to have arisen and for defining or ascertaining the amount and providing for the recovery of the allowances to be made to or by the Company in case of any such errors.
16. To empower the Company to refuse to supply consumers in debt to the Company in respect of other property and to make incoming tenants liable to pay arrears of gas rents due from former consumers in certain cases and to authorise the Company to prescribe specifications of internal fittings and placing of pipes, &c. between the Company's mains and the consumers' premises.
17. To prescribe the time for holding general meetings the quorums for such meetings and for meetings of directors the scale of voting at such general meetings and the number of

directors and their qualification and to make provision with respect to the giving of notice of the candidature of persons to be directors for the balancing of the Company's books the making of interim dividends at limited rates or otherwise the closing of the Company's transfer and other books and the qualification of auditors.

18. To make provision in regard to the price pressure quality and testing of gas.
19. To empower the Company to apply for a licence or Provisional Order under the Electric Lighting Acts 1882 and 1888 or any other Act for the time being in force with respect to the supply of Electricity and to construct and acquire works rights and machinery for the purposes of such production and supply and to apply their capital or funds for all or any of those purposes.
20. To vary or extinguish all or any rights and privileges which would or might interfere with the purposes of the intended Act and to confer other rights and privileges.
21. To incorporate with the intended Act all or some of the provisions of the Gas Works Clauses Act 1847 the Gas Works Clauses Act 1871 and the Companies Clauses Acts and so far as may be necessary or expedient to alter amend extend or repeal all or some of the provisions of those Acts or any of them.

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 19th day of November, 1900.

CHARLES A. BANNISTER and REYNOLDS,
70, Basinghall-street, London, Solicitors
for the Bill.

REES and FRERE, 5, Victoria-street Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Neath, Briton Ferry, and Aberavon Electric Lighting.

(Power to the Electrical Power Distribution Company (Limited) to produce, store and supply electrical energy and power within the Boroughs of Neath and Aberavon, the Urban District of Briton Ferry and the Rural District of Neath, all in the County of Glamorgan; to construct works, to lay down wires and other apparatus, and to break up streets therein; agreements with and powers to local authorities; special power of transfer; incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the Electrical Power Distribution Company (Limited), of Surrey House, Victoria Embankment, London, W.C., (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store and supply electricity, as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the Boroughs of Neath and Aberavon, the Urban District of Briton Ferry, and the Rural District of Neath, all in the County of Glamorgan (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere

with all streets, roads and places, ways, foot-paths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone and electric wires or conduits within the said area, and to lay down, set out, maintain, renew or remove, either above or underground or otherwise, pipes, tubes, wires, posts, apparatus or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other things required for the purposes of the said Order.

To enable the Company on the one hand, and any County Council, Corporation, District Council, Commissioners, or other local, or sanitary, or road authority and any railway or other Company on the other hand, to enter into and fulfil agreements as to the supply of electricity and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and Companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and, with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated with those Acts, and to confer upon the Company all or some of the powers within the area of supply which, by the said Acts or any Act amending the said Acts or incorporated therewith, are or may be conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the undertaking to a Company to be hereafter formed under the Companies Acts to acquire and work the undertaking.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply,

whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—

- (1) In the borough of Neath:—Green-street, Queen-street, New-street, Wind-street, and Orchard-street.
- (2) In the borough of Aberavon:—High-street and Water-street, and
- (3) In the urban district of Briton Ferry:—Villiers-street, Hunter-street, Railway-terrace, Lowther-street, Ritson-street, Regent-street, Charles-street, and Church-street.

The streets, roads, or places within the said area not repairable by the local authority which the Undertakers propose to take power to break up are as follows:—St. Mary-street, St. Mary-place, Castle-street, Dalrymple-street, and Dunraven-street, in the borough of Aberavon.

The tramways which the Company propose to take powers to break up, pass or cross over or under, are as follows:—The tramways of the Neath Corporation at Neath and Briton Ferry.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at Hemming's stationery shop, 39, Queen-street, Neath, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the County of London, Solicitor.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated the 19th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named Electrical Power Distribution Company, Limited.

Board of Trade.—Session 1901.

Pickering Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882, and 1888, and 1899, for a Provisional Order to enable John Davison Milburn, of Newcastle-upon-Tyne, Colliery Proprietor; Arthur Scholefield, of the same place, Shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, Electrical Engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, Electrical Engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, to Produce and Supply Electricity for Motive Power and all Public and Private Purposes within the urban district of Pickering in the North Riding of the county of York; Power to construct Works; to make Charges; to acquire Lands; to make arrangements with Local Authorities; to open Streets; to erect and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by John Davison Milburn, of Newcastle-upon-

Tyne, colliery proprietor; Arthur Scholefield, of the same place, shipowner; Clement Wilson Fairweather, of 13, Mosley-street, Newcastle-upon-Tyne, electrical engineer; and Charles Sydney Vesey Brown, of 94, West Parade, in the City of Lincoln, electrical engineer; carrying on business in co-partnership under the name or style of the Northern Counties Electricity Supply Company, the address of which Company is at 13, Mosley-street, in the city and county of Newcastle-on-Tyne, and who are hereinafter called "the Undertakers," for a Provisional Order under the Electric Lighting Acts, 1882, and 1888, and 1899, for all or some of the following purposes, that is to say:—

To authorise the Undertakers for such period as may be prescribed to produce, store, supply, sell, and distribute electricity for motive power and all public and private purposes, as defined by the said Acts within the area of supply hereinafter mentioned, or some part or parts thereof, that is to say:—

The urban district of Pickering in the North Riding of the county of York.

To authorise the Undertakers to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works in, under, over, and along all public and private streets, roads, and other places within the area of supply.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Westgate, Muck-lane, Hungate, Eastgate, Potter's-hill, Bridge-street, Park-street, Undercliffe, Market-place, Smithy-hill, Burgate, Castlegate, Hallgarth, Birdgate.

To authorise the Undertakers to purchase, hold, and acquire or take on lease any lands or easements in lands which they may require for the purposes of the intended Order.

To authorise the Undertakers to construct, provide, lay down, alter, renew, and maintain, on lands belonging to or leased by, or to be acquired or leased by, the Undertakers within the said area of supply, such central and other stations, buildings, and other works for the generation, storage, and supply and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the intended Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

To authorise the Undertakers to enter upon, open, and break up, or interfere with, for the purposes of the intended Order, the soil and pavement of all roads, streets, and thoroughfares, places, ways, footpaths, railways, tramways, canals, rivers, towing paths, and bridges within the area of supply, together with the private streets and thoroughfares hereinafter set out (within the said area), and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and other works of any description therein, and do all such other works as may be necessary to carry into effect the objects of the intended Order.

The following is a list of the streets not repairable by the local authorities, railways and tramways within the proposed area of supply which the Undertakers propose to take powers to break up, pass over, or interfere with, viz.:—

Streets and places:—Carr's-yard, Bower's-yard, Grayson's-yard, Victoria-place, Champney's-yard, Providence-row.

Railways:—The North Eastern Railway.

Tramways:—None.

To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and for the performance of all acts incidental to public and private lighting.

To authorise the Undertakers to enter upon any houses or other premises supplied by them for any purpose relating to such supply.

To empower the Undertakers to make charges and levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith, and to define and limit the prices to be charged for such supply.

To empower the Undertakers to apply their capital and funds towards the purposes of the intended Order.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as shall be specified in the Order.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and 1899.

A map, showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this Notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the North Riding of the county of York at his office at Northallerton, and also at the office of the Clerk of the Local Authority of the district in which the proposed area of supply, or any part thereof, is situate.

Notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order, when made, may be obtained at the offices of the undersigned Solicitors at Newcastle-on-Tyne, and Parliamentary Agents at Westminster, and at Messrs. Fentriss & Co's., ironmongers, Pickering (such last-mentioned address being within the area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 21st day of November, 1900.

LEADBETTER and HARVEY, 57, Westgate-road, Newcastle-on-Tyne, Solicitors.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Royton Tramways.

(Powers to the Urban District Council of Royton to Construct New Tramways; Purchase Lands; Levy Tolls and Charges; Reconstruct Existing Tramways when acquired by them in Royton District; Place and Run Carriages on and Work and Take Tolls and Charges on Existing and Proposed Tramways; Agreements between and Powers to Council and Crompton Urban District Council and Oldham and Rochdale Corporations and other Local Authorities and Owners and Lessees of Tramways with respect to Construction, Working, Purchase, and Leasing Tramways; Further Borrowing Powers; Other Powers; Amendment or Repeal of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Urban District Council of Royton (hereinafter called "the Council") for a Provisional Order, to be confirmed by Parliament in the ensuing Session, for all or some of the following among other purposes:—

1. To authorize the Council to construct and maintain the tramways hereinafter described, with all proper rails, points, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, offices, stables, carriage, engine, boiler, and dynamo houses, sheds, buildings, works and conveniences connected therewith or for the purposes thereof, to be wholly situate in the township or parish and Urban District of Royton, in the county of Lancaster (hereinafter called "the district") (that is to say):—

Tramway No. 1.—Commencing by a junction with the existing tramway in Oldham-road, at a point about 0·5 chain south of the intersection of the centre lines of Oldham-road and Shaw-road, and passing along Oldham-road and Shaw-road, and terminating in Shaw-road at the boundary of the district. Tramway No. 1 will be laid as a single line throughout, except between the following points, where it will be laid as a double line:—

(a.) In Oldham-road and Shaw-road, from its commencement to a point 3·0 chains north-east of the intersection of the centre lines of Oldham-road and Shaw-road;

(b.) In Shaw-road, on the bridge over the Lancashire and Yorkshire Railway, between points respectively 1·75 chains south-west and 1·75 chains north-east of the centre of the bridge;

(c.) In Shaw-road, between points respectively 0·4 chain and 3·9 chains north-east of the north-eastern corner of the Angel Inn in Shaw-road;

(d.) In Shaw-road, between points respectively 5·8 chains and 9·3 chains north-east of the intersection of the centre lines of Dale-street and Shaw-road;

(e.) In Shaw-road, between points respectively 0·8 chain and 4·3 chains south-west of the boundary of the district.

Tramway No. 1A.—Commencing by a junction with the existing tramway in Oldham-road at a point about 1·10 chains north of the intersection of the centre lines of Oldham-road and Shaw-road, and passing thence along Oldham-road and Shaw-road and terminating by a junction with Tramway No. 1 in Shaw-road at a point about 1·0 chain north-east of the intersection of the centre lines of Shaw-road and Oldham-road. Tramway No. 1A will be laid as a double line throughout

Tramway No. 2.—Commencing at the boundary of the district in Higginshaw-lane, and passing thence along Higginshaw-lane and Heyside, and terminating in Heyside at the boundary of the district. Tramway No. 2 will be laid as a single line throughout except between the following points, where it will be laid as a double line:—

(a.) In Higginshaw-lane, between points respectively 0·95 chain and 4·45 chains north of the boundary of the district, at the junction of Higginshaw-lane, Higginshaw-road and Shaw-road;

(b.) In Higginshaw lane, between points, respectively 1·9 chains and 5·4 chains south of the intersection of the centre lines of Meek-street and Higginshaw-lane;

(c.) In Higginshaw-lane and Heyside, between points respectively 4·5 chains south of the intersection of the centre lines of Moss-lane and Higginshaw-lane, and 0·8 chain south of the boundary of the district in Heyside.

Tramway No. 3.—Commencing by a junction with the existing tramway (4 feet 8½ inches gauge) in the Rochdale-road, at a point 0·3 chain north of the intersection of the centre lines of Rochdale-road and Kershaw-street, and passing along Rochdale-road in a northerly direction, and terminating in that road at the boundary of the district. Tramway No. 3 will be laid as a single line throughout, except between the following points respectively, where it will be laid as a double line:—

(a.) In Rochdale road, between points, respectively 7·4 chains and 0·3 chain north of the intersection of the centre lines of Kershaw-street and Rochdale-road;

(b.) 2·4 chains south and 1·1 chains north of the intersection of the centre lines of Cemetery-road and Rochdale-road;

(c.) 1·2 chains south and 3·3 chains north of the intersection of the centre line of the Rochdale road, and a line drawn through the centre of the Halfway House public-house;

(d.) 0·8 chain and 18·3 chains south of the intersection of the centre lines of Springfield-lane and Rochdale-road;

(e.) 0·8 chain and 4·3 chains south of the intersection of the boundary of the district and Rochdale-road.

Tramway No. 3A, commencing by a junction with Tramway No. 3 in Rochdale-road at a point near the junction of that road with Dogford-road, and passing along Dogford-road, and terminating in the car sheds in that road. Tramway No. 3A will be laid as a single line throughout.

Tramway No. 3B.—Commencing by a junction with Tramway No. 3 in Rochdale-road, at a point near the junction of that road with Dogford-road, and passing thence along and terminating in Dogford-road by a junction with Tramway No. 3A at a point near the junction of Dogford-road with Rochdale-road.

Tramway No. 3B.—Will be laid as a single line throughout.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the street or road hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 1.—(a.) In Shaw-road, on both sides thereof, between points respectively

at the intersection, and 3·0 chains north-east of the intersection of the centre lines of Oldham-road and Shaw-road;

(b.) In Shaw-road, on both sides thereof, between points respectively 1·75 chains south-west and 1·75 chains north-east of the centre of the bridge over the Lancashire and Yorkshire Railway;

(c.) In Shaw-road, on both sides thereof, between points respectively 0·4 chain and 3·9 chains north-east of the north-eastern corner of the Angel Inn in Shaw-road;

(d.) In Shaw-road, between points respectively 5·8 chains and 9·3 chains north-east of the intersection of the centre lines of Dale-street and Shaw-road;

(e.) In Shaw-road, on both sides thereof, between points respectively 0·8 chain and 4·3 chains south-west of the boundary of the district.

Tramway No. 1A.—At the north corner of the junction of Shaw-road and Oldham-road for a distance of 0·75 chain;

Tramway No. 2.—(a.) In Higginshaw-lane, on both sides thereof, between points respectively 0·95 chain and 4·45 chains north of the boundary of the district at the junction of Higginshaw-lane, Higginshaw-road and Shaw-road;

(b.) In Higginshaw-lane, on both sides thereof, between points respectively 1·9 chains and 5·4 chains south of the intersection of the centre lines of Meek-street and Higginshaw-lane;

(c.) In Higginshaw-lane and Heyside, on both sides thereof, between points respectively 4·5 chains south of the intersection of the centre lines of Moss-lane and Higginshaw-lane, and at the boundary of the district in Heyside;

Tramway No. 3.—(a.) In Rochdale-road, on both sides thereof, between points respectively 0·3 chain and 7·4 chains north of the intersection of the centre lines of Kershaw-street and Rochdale-road;

(b.) In Rochdale-road, on both sides thereof, between points respectively 2·4 chains south and 1·1 chains north of the intersection of the centre line of Cemetery-road and Rochdale-road;

(c.) In Rochdale-road, on both sides thereof, between points respectively 1·2 chains south and 3·3 chains north of the intersection of the centre line of the Rochdale-road, and a line drawn through the centre of the Half-way House public-house;

(d.) In Rochdale-road, on both sides thereof, between points respectively 0·8 chain and 18·3 chains south of the intersection of the centre lines of Springfield-lane and Rochdale-road;

(e.) In Rochdale-road, on both sides thereof, between points respectively 0·8 chain and 4·3 chains south of the intersection of the boundary of the district and Rochdale-road.

Tramway No. 3A.—At the north corner of the junction of Dogford-road and Rochdale-road for a distance of 1·0 chain.

Tramway No. 3B.—At the north corner of the junction of Dogford-road and Rochdale-road for a distance of 1·2 chains.

2. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may from time to time be determined by the Board of Trade with the assent of the Council, and it is not proposed to run on the tramways carriages or trucks adapted for use upon railways.

3. To authorize the Council, with the consent of the Board of Trade, to lay-down double lines in lieu of single or single lines in lieu of double, or interlacing lines in lieu of double or single lines on any of the tramways for the time being belonging to the Council, and to alter the position in the road of any of such tramways, or any part thereof respectively.

4. To empower the Council from time to time to make, maintain, alter and remove all such crossings, passing-places, deviations, sidings, loops, triangles, cross-overs, junctions, curves, turn-outs, turn-tables and other works, in addition to those specified in this notice, as may be necessary or convenient to the efficient working of the proposed tramways, or any other tramways for the time being belonging to the Council, or for facilitating the traffic of the roads in which the same are laid, or for providing access to any stables, carriage houses, engine houses, generating stations, buildings or works of the Council or their lessees, or for effecting junctions with any tramways.

5. To authorize the Council to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, tramways, bridges, footpaths, rivers, watercourses, sewers, drains, water-pipes, gas-pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, and for laying down cables, wires, tubes, ropes, apparatus, works, and conveniences, and for placing posts, brackets, and other appliances, and for other purposes of the Order.

6. To enable the Council when by reason of the execution of any work affecting the surface or soil of any road along which any of the tramways for the time being belonging to the Council are laid, it is necessary or expedient to remove or discontinue the use of such tramway, or any part thereof, to construct in the same or any adjacent road, and maintain, so long as occasion may require, a temporary tramway or tramways in lieu of the tramway or part of a tramway so removed or discontinued.

7. To provide for and regulate the application and user by the Council of any paving, metalling, or road materials excavated or removed by them in the construction of any of the proposed tramways and works, and the disposal of any surplus paving, metalling, or materials.

8. To authorize the Council, for all or any of the purposes of the Order, to appropriate and use any lands vested in them, and to purchase and acquire lands and houses, and to erect thereon offices, or construct sheds, stables, workshops, machinery, rooms, or other buildings, yards, works and conveniences, and to sell, let, or dispose of any such lands.

9. The power to be employed for working the tramways will be animal power or mechanical power, including steam, electrical, and every other motive power not being animal power.

10. To authorize the Council and their lessees, or other the bodies or persons working the tramways for the time being belonging to the Council, to levy tolls, rates, and charges for the use thereof by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

11. To authorize the Council, if and when they have acquired the existing tramways in the

district (hereinafter called the "existing Tramways"), or their lessees to reconstruct the existing tramways, and to make such alterations thereof as may be necessary or expedient for working the same by animal or mechanical power, and for the purpose of changing the gauge of so much thereof as is not constructed on a gauge of 4 feet 8½ inches to such gauge, and to authorize such alteration of gauge, and to take up and remove and discontinue all or some of the rails, plates, apparatus, and other works of or connected with so much of the existing tramways as will be rendered unnecessary by the construction of the proposed Tramway No. 3, and the said alteration of gauge, and for the purpose of working any of the existing tramways or proposed tramways by animal or mechanical power, to construct, maintain, and use stations for generating electrical power, with all necessary or proper machinery, dynamos, engines, buildings, works, and conveniences; and to place, construct, erect, lay down, make, and maintain on, above, or below the surface of any street or road, posts, brackets, electric conductors, wires, apparatus, subways, tunnels, cables, tubes, openings, and other works, apparatus, and conveniences; and to affix to any houses or buildings, and maintain posts, brackets, electric conductors, wires, and apparatus, and other works and conveniences.

12. To empower the Council, notwithstanding anything in the Tramways Act 1870, to the contrary, to place and run carriages on, and to work and to demand and take rates, tolls and charges in respect of any of the proposed tramways, or existing tramways, or any other tramways for the time being belonging to the Council, and in respect of the use of such carriages, and to provide such stables, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electric and other plant, appliances and conveniences as may be requisite or expedient for the convenient working or user of the said tramways by animal or mechanical power.

13. To authorize the Council on the one hand, and the Urban District Council of Crompton (hereinafter referred to as "the Crompton Council"), and the mayor, aldermen and burgesses of the county borough of Oldham (hereinafter referred to as "the Oldham Corporation"), and the mayor, aldermen and burgesses of the county borough of Rochdale (hereinafter referred to as "the Rochdale Corporation"), and any other local authority, and any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council, or any or either of them on the other hand, to enter into and carry into effect contracts and agreements with respect to the construction, purchasing, leasing, working, running over, use, maintenance and management by the contracting parties, or any or either of them, of their respective tramways and works, or any part or parts thereof; the supply of rolling stock, plant, machinery, electrical energy, or other motive power necessary for the purposes of such agreement; the appointment and removal of officers and servants; the payments to be made and the conditions to be performed with respect to such construction, purchase, leasing, working, running over, use, maintenance, and management; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties; the payment, collection, division, and apportionment of the tolls, rates, charges, receipts, and revenues arising from such traffic; the sums or

considerations, and the rents to be paid by any or either of the contracting parties to the other or others of them for or on account of any of the matters to which the respective contract or agreement may relate; and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

14. To authorize the Council to grant to the Oldham Corporation and to the Rochdale Corporation, and to the Crompton Council, and to any other local authority, and to any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council or either of them, and to authorize the said Corporations and the Crompton Council and any other local authority and any owner or lessee of any tramways in any adjacent district which can be worked with any of the tramways of the Council or either of them, to take a lease of all or any of the tramways of the Council, or the right of user of such tramways, and of demanding and taking tolls, rates, and charges in respect of the same, for such period and on such terms and conditions as may be agreed, and to authorize the lessees during the period of the lease to place and run carriages on and to work the tramways comprised in the lease, and to take and demand tolls, rates, and charges in respect of such tramways, and of the use of carriages thereon, and to do all such acts and things as may be necessary or convenient for and incidental to any of the purposes aforesaid.

15. To authorise the Council for all or any of the purposes of the Order to borrow further moneys, and to charge the moneys so borrowed, and the interest thereon on the district fund and general district rate of their district, and on the rents reserved under any lease made under the authority of the intended Order, and on the rates, tolls, charges, and sums authorized to be received by the Council under the provisions of the Order, and on other the property and revenue of the Council, and to authorize the Council to apply to the purposes of the Order any of their funds.

16. To confer upon the Council all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Order into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere therewith, and to confer other rights and privileges.

17. To incorporate with the Order, or to reenact, with such variations, modifications, and exceptions as may be thought expedient, or to amend or repeal, so far as may be necessary, all or some of the provisions of, amongst other Acts, the Lands Clauses Acts, and the Tramways Act, 1870.

18. To alter, extend, amend, or repeal so far as may be necessary or expedient for the purposes of the Order, the provisions or some of the provisions of the Bury and District Tramways Order 1881, confirmed by the Tramways Orders Confirmation (No. 3) Act, 1881, the Rochdale Tramways Order 1881, confirmed by the Tramways Orders Confirmation (No. 3) Act 1881, the Manchester, Bury, and Rochdale Tramways Extensions Order 1882, confirmed by the Tramways Orders Confirmation (No. 3) Act 1882, the Manchester, Bury, Rochdale, and Oldham Steam Tramways Act 1884, the Oldham Corporation Act 1899, the Rochdale Corporation Act 1900, and all other Acts and Orders which may relate to, or be in any way affected by any of the objects and purposes of the Order.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Lancaster, at his office at Preston, and with the Clerk of the Council, at the Council's office, Town Hall, Royton, and with the parish clerk of Royton at his residence, and in the office of the Clerk of the Parliaments, and in the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall-gardens, London.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 22nd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the cost of one shilling for each copy, to all persons applying for the same at the offices of the undersigned.

Every company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, S.W., on or before the 15th day of January next, and copies of any such representations or objections must at the same time be sent to either of the undersigned, and in forwarding to the Board of Trade such representations or objections the objectors or their agents should state that a copy of the same has been so sent.

Dated this 20th day of November, 1900.

THOMAS BLEASDALE, Clerk to the Council,
Town Hall, Royton.

JOHN CHARLES BALL, 3, Victoria-street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1901.

Midland Electric Power Distribution and
Lighting (Extension).
(Provisional Order.)

(For Extension of the Area of Supply authorised by the Midland Electric Power Distribution and Lighting Orders, 1898, 1899, and 1900; To include additional Districts and Parishes in the Counties of Stafford and Worcester.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, by the Midland Electric Corporation, for Power Distribution (Limited) (hereinafter called "the Undertakers"), whose registered address is Pearl Assurance-buildings, St. John's-lane, Liverpool, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for all or some of the following purposes (that is to say):—

To extend the area of supply under the Midland Electric Power Distribution and Lighting Order, 1898, the Midland Electric Power Distribution and Lighting (Extension) Order, 1899, and the Midland Electric Power Distribution and Lighting (Extension) Order, 1900 (hereinafter referred to as "the Order of 1898," and the "Order of 1899," and "the Order of 1900" respectively), by adding thereto the following districts and parts of districts situate in the counties of Stafford and Worcester (hereinafter collectively referred to as "the added area"), or some part or parts thereof (that is to say):—

In the county of Stafford:

The districts of the Urban District Councils of Perry Barr and Tettenhall.

No. 27251.

Y

The parish of Great Barr, in the district of the Walsall Rural District Council.

In the county of Worcester:

The districts of the Urban District Councils of Lye and Wollescote and Stourbridge.

To authorise the Undertakers within the added area to produce, store, supply, sell, and distribute electricity for motive power, and all public and private purposes as defined by the said Acts, to purchase, hold, and acquire, or take on lease any lands or easements or way leaves in, through, over, or under any lands which they may require for the purposes of the intended Order, and thereon to construct and maintain all necessary generating and other stations, buildings, and works, and to incorporate with the intended Order, and generally extend and make applicable to the added area all or any of the provisions of the Order of 1898, the Order of 1899, the Order of 1900, and the Electric Lighting (Clauses) Act, 1899, with such alterations, additions, modifications, or exceptions as may be necessary or desirable, or as the intended Order may prescribe.

To authorise the Undertakers within the added area to place, lay down, erect, maintain, alter, and renew electric lines, mains, and other works, in, under, over, and along all public and private streets, roads, and other places, and to enter upon, open, break up, cross, or interfere with the same, and all footpaths, railways, tramways, canals, rivers, towing paths, and bridges, and to take up, relay, divert, or alter sewers, drains, mains, and all pipes, telegraphic and telephonic wires and apparatus, and do all other works so far as may be necessary for the purposes of the intended Order.

The following are the streets and places within which the Undertakers propose to lay electric lines within a specified time:—

Within the district of the Tettenhall Urban District Council:

Along Tettenhall Wood-road, from Wergs-road to School-lane, Tettenhall Wood.

Compton Holloway, from Tettenhall Wood-road to bottom of Finchfield-hill.

Within the district of the Lye and Wollescote Urban District Council:

Along High-street, from Christ Church to the Old Cross Inn, and thence to the Great Western Railway Station.

Within the district of the Stourbridge Urban District Council:

Along High-street, from the Amblecote boundary to the corner of Hagley-street; Hagley-street, from High-street to Oriol House; from corner of High-street and Hagley-street to Junction-road; from High-street to Town Station; from High-street to St. Thomas' Church and Coventry-street; from High-street to the Railway Bridge.

The following is a list of the streets not repairable by the local authorities within the added area, which the Undertakers propose to take powers to break up, pass along, cross, or interfere with, viz.:—

(1.) Within the district of the Tettenhall Urban District Council:

Coppice-lane, off Wergs-road; street (unnamed), off Wrottesley-road; Mancroft-street, off Waterworks-lane; road (unnamed), off Clifton-road; College-road; road leading to Ashley Mount, Nursery-walk, Shaw-lane, Tettenhall Wood; Mill-lane, Tettenhall Wood; Ash Hill, Compton; road (unnamed), opposite Boat Inn, Compton.

County Bridges.

Four bridges over the Smestow Brook, and situated at:

Newbridge, Tettenhall; Old coach-road,

Tettenhall; Compton, Tettenhall; Wightwick, a bridge at Long Lake, a bridge at The Wergs.

(2.) Within the parish of Great Barr:

The main road from Walsall to Birmingham, Chester-road.

(3.) Within the district of the Perry Barr Urban District Council:

The Birmingham and Walsall main road, the road from Great Barr station to Quarry House.

Within the district of the Lye and Wollescote Urban District Council:

Badger-street, Bank-street, Bott-lane, Cross-street, Fletcher-street, Hill-street, Jackson-street, King-street, Pearson-street, Pool-street, road leading from the Dock to Vicarage-road, Rufford-street, Star-street, Stocking-street and Union-passage. The bridges and approaches thereto over the Great Western Railway at Lye station and in Hayes-lane.

Within the district of the Stourbridge Urban District Council:

Love-lane and Junction-valley.

To authorise the Undertakers to cross or pass over, under, through or along rivers and canals within the added area, and to cross, pass over, under or along, and break up or interfere with, the following railways and tramways within the added area:—

Railways.

The level crossings of the Great Western Railway Company's lines, the London and North Western Railway Company's lines, the private railways of the Earl of Dudley.

TRAMWAYS.

The tramways of the Wolverhampton Corporation, the Birmingham and Midland Tramways Company, Limited, the Dudley, Stourbridge, and District Electric Traction Company, Limited.

To authorise and enable the Undertakers to exercise the powers of the local authority in relation to their area of supply, under the Lye and Wollescote Electric Lighting Order, 1899, confirmed by the Electric Lighting Orders Confirmation (No. 14) Act, 1899, and to authorise the said local authority to transfer all or any of such powers upon such terms as may be agreed, subject to the approval of the Board of Trade, or to cancel the said Orders or either of them.

To authorise the Undertakers and any local authority, body, company, or person to make and carry into effect agreements for the production, supply, and distribution of electricity, and the performance of all or any acts incidental to public and private lighting or the supply of electricity.

To levy and recover rates, rents, and charges for the supply of electricity, and for the use of any machines in connection therewith.

To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the added area, or under such conditions or circumstances as shall be specified in the Order, and to confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888.

A map showing the boundaries of the added area, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Stafford, at his office in Martin-street, Stafford, and with the Clerk of the Peace for the county of Worcester, at his office in the County

Hall, Worcester, and also at the office of the clerk of the local authority of each district in which the added area or any part thereof is situate.

Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and prints thereof when deposited, and of the Order when made, may be obtained at the offices of the undersigned Solicitors at Liverpool, and Parliamentary agents at Westminster, and also at Mr. G. Moody's, County Express Office, High-street, Stourbridge (such last-mentioned address being within the added area of supply), at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby also given that every local or other public authority, company, or person desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also at the same time be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 16th day of November, 1900.

F. J. LESLIE and Co., 15, Union-court, Castle-street, Liverpool, Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Light Railways Commission.—November, 1900.

Light Railways Act, 1896.

Pwllheli, Nevin and Porthdinlleyn Light Railways.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners this month by the North Wales and District Light Railway and Electric Power Syndicate (hereinafter called "the Company") for an Order for the purposes following, that is to say:—

To authorise the Company to make and maintain railways in the county of Carnarvon, to be worked and maintained as light railways, with all necessary and proper stations, works, bridges, buildings, passing places, sidings, approaches, and conveniences connected therewith respectively.

To authorise the Company to traverse, cross, alter, or divert and use any railways, tramways, roads, streets, footpaths, canals, rivers, streams, or other works as they find necessary or convenient for the working of the railways.

The Railway (Railway No. 1) will be in the parishes of Denio, Llannor, Bodfean, Nevin, and Edern, in the urban district of Pwllheli, and in the rural district of Lley, in the county of Carnarvon, and will be 9 miles 8 chains or thereabouts in length, commencing in the borough of Pwllheli, at a point adjacent to or within half a chain of the terminus of the existing Municipal Horse Tramway running from Pwllheli to the South Beach, and owned by the Pwllheli Corporation, and terminating in the parish of Edern, at a point adjacent to or within 1·10 chains of the north side of the warehouse at Porthdinlleyn belonging to the "Telephone" Steamship Company.

The Railway (Railway No. 2) will be in the parishes of Bodfean, Nevin, and Pistyll, in the rural district of Lley, in the county of Carnarvon, and will be 1 mile 6 furlongs and 6·40 chains or thereabouts in length, commencing in the parish of Bodfean, at a junction with Railway

No. 1, at a point 6 miles 4 furlongs and 7 chains from the commencement thereof, and terminating in the parish of Pistyll, at a point adjacent to and joining the existing quarry incline of the Gwylwyr Sett Quarry Company, in, upon, or adjacent to the highway leading from Nevin to Pistyll, and numbered 6 in the Book of Reference for the said parish of Pistyll.

Plans and sections of the proposed railways and works, and of the lands to be taken, together with a Book of Reference thereto, will be deposited for public inspection, on or before the 30th day of November instant, at the offices of Mr. Evan R. Davies, Solicitor and Town Clerk, Pwllheli, and of Mr. D. J. Griffith, Well-street, in the town of Nevin, and copies of the draft Order, on or after the said 30th day of November, can be obtained at the offices of the said Evan R. Davies and D. J. Griffith aforesaid, and Mr. Arthur Rhys Roberts, Parliamentary Agent, Ormond House, 63, Queen Victoria-street, London, E.C., at the price of one shilling each.

Any objections to the proposed application should (in accordance with the rules made by the Board of Trade with respect to applications to the Light Railway Commissioners, under the Light Railways Act, 1896) be made in writing, addressed to the Secretary, Light Railway Commission, 54, Parliament-street, London, S.W.; and copies of such objections should at the same time be sent to the undersigned Solicitor and Parliamentary Agent for the Company.

Dated this 17th day of November, 1900.

EVAN R. DAVIES, Pwllheli, North Wales, Solicitor.

A. RHYE ROBERTS, Ormond House, 63, Queen Victoria-street, London, E.C., Parliamentary Agent.

For the Promoters, the North Wales and District Light Railway and Electric Power Syndicate, Limited.

In Parliament.—Session 1901.

North East London Railway.

(Incorporation of Company; Construction of Railways Underground Railways or Subways from the City of London to Tottenham Walthamstow and Leyton; Provisions affecting Streets &c.; Underpinning &c. of Buildings; Compulsory Purchase of Lands and of Easements; Lands for Generating Stations and Additional Lands; Exemption from Provisions of Lands Clauses Consolidation Act 1845; Provisions as to Taking Portions only of Buildings Subsoil &c. and as to Superfluous Lands; Tolls; Access to Stations of other Railway Companies; Agreements as to and Power to Supply Electricity or Electrical Energy or Power; Bye-laws; Agreements with Contributions by and other Provisions affecting Public Bodies and Railway Companies; Joint Committees; Payment of Interest out of Capital; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1901 for leave to bring in a Bill for affecting the purposes or some of the purposes following (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") for the purposes of the intended Act.

2. To enable the Company to make and maintain the railways or subways (being subways for the conveyance of passengers animals and goods in carriages or trucks drawn or propelled on rails) and other works hereinafter mentioned or some or one of them or some part or parts thereof respectively together with all necessary and con-

venient rails sidings wires tunnels subways covered ways stations platforms signals shafts lifts stairs inclines generating plant depôts sewers drains pipes approaches buildings machinery apparatus works and conveniences (that is to say):—

Railway No. 1 wholly in the city of London commencing in the parish of Saint Leonard Eastcheap at a point on the curbstone of the pavement of King William-street in front of Monument Tavern distant 10 yards or thereabouts measured in a westerly direction from the centre of Fish-street Hill at its junction with Eastcheap and terminating in the parish of Saint Ethelburga at a point in the centre of Bishopsgate-street Within immediately opposite the northern wall of the Church of Saint Ethelburga.

Railway No. 2 commencing in the city of London by a junction with the said intended Railway No. 1 at the termination thereof before described and terminating at a point in the centre of High-street Stoke Newington 25 yards or thereabouts measured in a southerly direction from the centre of Northwold-road at its junction with High-street Stoke Newington such point being at or near the boundary between the parishes and boroughs of Stoke Newington and Hackney in the county of London.

Railway No. 3 commencing by a junction with the said intended Railway No. 2 at the point of termination thereof before described and terminating in the parish and urban district of Tottenham in the county of Middlesex at a point in the centre of High-road Tottenham at its junction with Seven-Sisters-road.

Railway No. 4 situate wholly in the said parish and urban district of Tottenham commencing by a junction with the said intended Railway No. 3 at the point of termination thereof before described and terminating in the garden of the house known as Fairleigh Dene Broad-lane and occupied by William Vernon at a point distant 50 yards or thereabouts from the milestone in the High-road aforesaid indicating 4 miles from London.

Railway No. 5 commencing by a junction with the said intended Railway No. 2 at the point of termination thereof before described and terminating in the parish and borough of Hackney at a point on the eastern side of Mount Pleasant-lane immediately opposite the centre of Warwick-road.

Railway No. 6 commencing by a junction with the said intended Railway No. 5 at the point of termination thereof before described and terminating in the parish and urban district of Walthamstow in the county of Essex at a point on the eastern boundary fence of Chingford-road distant 200 yards or thereabouts measured along that boundary fence in a southerly direction from the centre of St. John's-road at its junction with the Chingford-road.

Railway No. 7 situate wholly in the said parish and borough of Hackney in the county of London commencing by a junction with the said intended Railway No. 5 at the point of termination thereof before described and terminating by a junction with the Great Eastern Railway Company's Cambridge line at a point distant 20 yards or thereabouts measured in a southerly direction from the face of the south abutment of the bridge carrying that line over the River Lea at Upper Clapton.

Railway No. 8 wholly in the city of London commencing in the parish of Allhallows Lombard-street by a junction with the said intended Railway No. 1 at a point in the centre of Gracechurch-street opposite the centre of Lombard-street and terminating in the parish of Saint Mildred at a point in the centre of Cannon-street opposite the centre of Bread-street.

Railway No. 9 situate wholly in the city of London commencing in the parish of Saint Mary Aldermary by a junction with the said intended Railway No. 8 at a point in the centre of Cannon-street distant 30 yards or thereabouts measured along that street in an easterly direction from the centre of Bow-lane at its junction with the south side of Cannon-street and terminating in the parish of Saint Nicholas Cole Abbey by a junction with the railway authorised by the Metropolitan District Railway Act 1897 at a point in or near the centre of Queen Victoria-street opposite the entrance to the Church of Saint Nicholas Cole Abbey.

Which said intended railways before described will pass from into or through the following counties cities boroughs urban districts parishes or places or some of them viz. :—

Saint Leonard Eastcheap Saint Margaret Saint Magnus the Martyr Saint Benet Saint Clement Saint Edmund the King and Martyr Allhallows Lombard-street Saint Dionis Backchurch Saint Michael Saint Peter Cornhill Saint Martin Outwich Saint Helen Saint Ethelburga Allhallows Saint Botolph Without Bishopsgate Saint Nicholas Acons Saint Michael Saint Martin Orgar Saint Laurence Pountney Saint Mary Abchurch Saint Swithin London Stone Allhallows the Great Saint Mary Bothaw Saint John the Baptist Saint Michael Paternoster Royal Saint Martin Vintry Saint Antholin Saint Thomas Apostle Saint James Garlickhithe Saint Mary Aldermary Saint Mildred Holy Trinity the Less Saint Margaret Moses Saint Nicholas Cole Abbey Saint Nicholas Olave Saint Mary Mounthaw Saint Mary Magdalen and Saint Peter in the city of London the liberty of Norton Folgate the parishes and boroughs of Shoreditch Hackney and Stoke Newington in the county of London the parish and urban district of Tottenham in the county of Middlesex and the parishes and urban districts of Walthamstow and Leyton in the county of Essex.

3. The gauge to be adopted for the intended railways or subways will be 4 feet 8½ inches and the motive power to be employed will be electricity applied by means of motors on the engines or on the carriages and trucks generated at stations and conveyed by means of electric lines or conductors in or on the said railways or subways or cable power or by steam.

4. To authorise the Company to cross stop-up close for traffic and interfere with temporarily or permanently any roads streets alleys courts squares highways footpaths or places railways sewers culverts subways drains pipes telegraphs telephones pneumatic hydraulic or other tubes wires electric apparatus or other works conveniences and appliances within or adjoining the aforesaid counties cities boroughs urban districts parishes and other places or any of them and to appropriate and use for the purposes of the intended works or of the Bill the subsoil and under surface of any lands and to make and maintain openings in the footpaths or surface of streets roads footpaths squares passages and

places under along or across which any of the proposed works are intended to be made.

5. To authorise the Company to deviate from the lines or situations of any of the said intended works within the limits of lateral deviation to be shown on the plans hereinafter mentioned or as may be defined by the Bill and to deviate from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill and in either case whether beyond the limits allowed by the Railways Clauses Consolidation Act 1845 or otherwise.

6. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses buildings or works which may be rendered insecure or affected by any of the intended works and whether such houses buildings or works are or are not intended or required to be taken for the purposes thereof.

7. To authorise the Company to purchase by compulsion or agreement lands (which expression where used in this Notice includes houses buildings premises and property) in the counties cities boroughs urban districts parishes and other places aforesaid for the purposes of the intended works and notwithstanding the 92nd Section or any other section of the Lands Clauses Consolidation Act 1845 or any Act amending the same or any other statutory enactment to empower the Company to purchase and take by compulsion or agreement any lands vaults cellars arches or other offices or parts of or attached to or belonging to any houses buildings manufactory or other premises without being required or compelled to purchase the whole of such land house building manufactory or premises and to take and acquire compulsorily or by agreement easements for carrying the intended works under any street house building manufactory or premises cellars vaults arches or other constructions or any parts thereof or the site thereof respectively without being required or compelled to purchase any such house building manufactory or premises cellars vaults arches or other constructions or the site thereof and to vary and extinguish all rights and privileges connected with such lands houses buildings manufactories and properties.

8. To acquire compulsorily or by agreement the additional lands shown upon the deposited plans and described in the deposited book of reference for sidings lay-byes and the general purposes of the undertaking in the parish and urban district of Tottenham in the county of Middlesex bounded as follows:

Lands bounded on the north by Tottenham-green and Talbot-road on the east by Talbot-road on the south partly by Broad-lane and partly by the backs of gardens of houses abutting on that road on the west partly by High-road Tottenham and partly by the back of gardens of houses abutting on that road.

9. To empower the Company to purchase or acquire compulsorily or by agreement or to take on lease the following lands in the parish and borough of Hackney in the county of London (that is to say):—

(a) Certain lands belonging or reputed to belong to James Herbert Benyon and comprising 2 acres or thereabouts bounded on the north partly by the house and premises numbered 307 Kingsland-road and partly by an adjoining granary in the occupation of the North Metropolitan Tramways Company on the east by Kingsland-road on the south by a refuse wharf in the occupation of the Municipal Council of the borough

of Shoreditch and on the west by the Kingsland basin of the North Metropolitan Railway and Canal Company.

(6) Certain lands in the parish and borough of Hackney aforesaid bounded on the west by premises in the occupation of the Great Eastern Railway Company and the embankment carrying their railway to their bridge over the River Lea on the north and east by the River Lea and on the south by Lea Dock and the road leading therefrom to Mount Pleasant-lane.

And upon those lands or some part or parts thereof to construct and maintain a station or stations for generating electric energy (to be used for motive power on the said railways and for lifts and for lighting the tunnels carriages stations shafts lifts and property of the Company) with all buildings engines dynamos machinery apparatus and appliances necessary or expedient for the purpose and by means thereof to produce and use such energy accordingly.

10. To take for or in connection with the before-mentioned Railway No. 6 certain common or commonable lands of which the following are the particulars:—

| Parish in which the lands are situate. | Name by which the lands are known. | Quantity of land within the limits of deviation. | Estimated quantity proposed to be taken. |
|--|--|--|--|
| Parish and Urban District of Walthamstow and the Parish and Urban District of Leyton | Walthamstow Marshes and Leyton Marshes | 30 acres or thereabouts | 6 acres |
| Parish and Urban District of Leyton | Knotts Green | 15 perches or thereabouts | 15 perches |
| Parish and Urban District of Walthamstow | Knotts Green | 5 perches or thereabouts | 5 perches |

11. To authorise the Company to hold and to sell convey demise and lease or otherwise dispose of lands tenements and hereditaments purchased or acquired under the powers of the Bill and so far as may be necessary or expedient to exempt the Company and such lands tenements and hereditaments from the provisions of the Lands Clauses Consolidation Act 1845 with respect to the sale of superfluous lands.

12. To enable the Company to levy and recover tolls rates and charges upon and in respect of the said intended railways or subways and works and conveniences and to confer vary or extinguish exemptions from the payment of such tolls rates and charges respectively and to grant leases of the undertaking tolls rates and charges and all or any of the proposed works.

13. To authorise the Company where the intended railways or subways will terminate in or will pass alongside of or near to the station of any railway company to make such ways stairs lifts and communications as may be necessary for enabling passengers and their luggage to pass from or to any such station to or from any station of the Company and for that purpose to enter upon the lands stations platforms and works of such other railway company and to alter any such platform and to make openings in the same and in any walls and any necessary protective works and the Bill will or may make such provision as will secure to the public and to

officers and servants of the Company free and uninterrupted access by means of such ways stairs and lifts communications and openings between any station of the Company and any station of any railway company as aforesaid.

14. To empower the Company on the one hand and any company local authority body or person authorised to supply electricity in any district in which any part of the said railways or subways will be situate on the other hand to enter into and carry into effect agreements with respect to the supply to the Company by such company authority body or person of electrical energy or power.

15. To authorise and empower the Company to make vary and rescind bye-laws rules and regulations for the conduct management and regulation of traffic upon the intended railways or subways and to enforce the observance of such bye-laws rules and regulations and to impose and recover penalties for the breach or non-observance thereof.

16. To empower the Company on the one hand and the Corporation of the city of London the London County Council any recently-constituted metropolitan borough district council or other authority or company or body having the control or management of streets roads sewers water gas or other pipes wires or apparatus and the Metropolitan Railway Company the Metropolitan District Railway Company the City and South London Railway Company the Central London Railway Company the Tottenham and Hampstead Junction Railway Company the Tottenham and Forest Gate Railway Company the Great Eastern Railway Company the Midland Railway Company the London Tilbury and Southend Railway Company and the Promoters of the Piccadilly and City Railway Bill or any one or more of them on the other hand to enter into and carry into effect contracts agreements or arrangements for or with respect to the construction maintenance or user of the intended works or any of them of any part or parts thereof respectively and the works and conveniences connected therewith the acquisition and appropriation of lands works and property the formation and user of approaches to and junctions with the intended railways or subways from any railways in streets roads or public places the contribution of funds and any incidental matters and to sanction and confirm any contracts agreements or arrangements which have been or may be made with reference to all or any such matters and to confer upon the Corporation of the city of London the London County Council and any recently constituted metropolitan borough district council authority company and body and any of the before-mentioned Companies and bodies in furtherance of such agreement all or any of the powers of the Bill including powers of construction maintenance and purchasing lands.

17. To authorise the Corporation of the city of London the London County Council the Great Eastern Railway Company the Midland Railway Company the Metropolitan Railway Company the Metropolitan District Railway Company the Promoters of the Piccadilly and City Railway Bill and any local authority company and body or some or one of them to subscribe and contribute funds towards the making and maintaining of the intended works or any or some of them or any or some part or parts thereof respectively and to empower them or some or one of them to take and hold shares in the capital to be created under the powers of the Bill and to guarantee the payment of interest dividend annual or other payment in shares or stock and the principal and interest of any loan of the Company and for all

or any such purposes and for the fulfilling of any agreements entered into by them or any of them with the Company to empower and if need be require them to apply their existing rates dues or other revenues which they are or may be authorised to raise and to raise further money from time to time or by borrowing on the security of any property belonging to them or any of their rates dues or revenues and on mortgage or bond debenture stock or otherwise.

18. To empower the Company on the one hand and the Great Eastern Railway Company the Midland Railway Company the Metropolitan Railway Company the Metropolitan District Railway Company the City and South London Railway Company and the Central London Railway Company and the promoters of the Piccadilly and City Railway Bill or any of them on the other hand from time to time to enter into and carry into effect and rescind contracts agreements and arrangements with respect to the construction working use management and maintenance by the contracting companies or any of them of their respective railways or works or any part or parts thereof respectively and the management regulation interchange collection transmission and delivery of traffic upon or coming from or destined for the railways of the contracting parties or any of them the supply and maintenance of engines stock and plant the supply of electricity or electrical energy or power the fixing collection payment appropriation apportionment and distribution of the tolls rates income and profits arising from the respective railways and works of the contracting companies or any of them or any part thereof and the employment of officers and servants and to confirm any agreements which have been or may be made touching any of the matters aforesaid and the Bill will or may sanction the appointment of Joint Committees of the contracting parties to carry into effect any agreements entered into under the provisions of the intended Act.

19. To enable the Company notwithstanding anything contained in the Companies Clauses Consolidation Act 1845 to pay out of the capital or any funds of the Company from time to time interest or dividends on any shares stocks or debenture stock of the Company.

20. To vary and extinguish all rights and privileges which would or might interfere with any of the objects of the Bill and to confer other rights and privileges.

21. To incorporate with the Bill and to extend to the Company and to the railways or subways proposed to be constructed under the Bill all or any of the provisions of the Companies Clauses Consolidation Act 1845 the Companies Clauses Act 1863 and the Companies Clauses Act 1859 the Lands Clauses Acts the Railways Clauses Consolidation Act 1845 the Railways Clauses Act 1863 and the Electric Lighting Acts 1882 and 1888 with such alteration and amendments as may be deemed expedient and to enable the Company to exercise the powers or any of the powers contained in those Acts.

22. To alter amend and extend and if need be repeal the provisions or some of the provisions of the several Acts of Parliament following (that is to say):—The Metropolitan Local Management Acts 1855 and 1856 the Local Government Act 1888 the London Government Act 1899 the London City Improvement Act 1847 and all other Acts relating to the Corporation of the city of London and the London County Council or to the county of London the Great Eastern Railway Act 1846 and all other Acts relating to or

affecting the Great Eastern Railway Company or their undertaking the Metropolitan District Railway Act 1864 and all other Acts relating to or affecting the Metropolitan District Railway Company the Metropolitan Railway Act 1854 and all other Acts relating to the Metropolitan Railway Company 7 and 8 Vict. cap. 18 and all other Acts relating to the Midland Railway Company 38 and 39 Vict. cap. 52 and all other Acts relating to the London Tilbury and Southend Railway Company the City and South London Railway Act 1884 and all other Acts relating to the City and South London Railway Company and the Central London Railway Act 1891 and all other Acts relating to the Central London Railway Company.

23. And notice is hereby given that on or before the 30th day of November instant duplicate plans and sections of the railways or subways proposed to be authorised by the Bill showing the lines and levels thereof and plans showing also the lands to be purchased or acquired by compulsion under the powers of the Bill and for the stations for generating electricity with a book of reference to such plans and an Ordnance map with the course of the railway delineated thereon together with a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex at his office at the Guildhall Westminster with the Clerk of the Peace for the county of London at his office at the Sessions House Clerkenwell with the Clerk of the Peace for the city of London at the Old Bailey City and with the Clerk of the Peace for the county of Essex at his office at Chelmsford and that on or before the said 30th day of November a copy of so much of the said plans sections and book of reference as relates to each of the areas hereinafter mentioned in or through which the said railways or subways or any part thereof are or is intended to be made or will be situate or in which any lands to be taken or acquired compulsorily under the powers of the Bill are situate with a copy of this Notice as published in the London Gazette will be deposited for public inspection as follows (that is to say):—

As regards the newly constituted metropolitan boroughs of Shoreditch Stoke Newington and Hackney with the Town Clerks of such boroughs at their offices at the respective Town Halls.

In the case of parishes within the city of London with the Parish Clerks of such parishes at their respective residences and in case there be no Parish Clerk with the Vicar or Vestry Clerk of such parish.

In the case of the parish of Walthamstow with the Clerk of the Urban District Council of Walthamstow at his office at the Town Hall Walthamstow in the case of the parish of Leyton with the Clerk of the Urban District Council of Leyton at his office at the Town Hall Leyton and in the case of the parish of Tottenham with the Clerk of the Urban District Council of Tottenham at his office at the Town Hall Tottenham.

24. Printed copies of the intended 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 17th day of November 1900.

COX and LAFONE, 17, Tower Royal, Cannon-street, E.C., Solicitors.

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

In Parliament—Session 1901.

Manchester Corporation (General Powers).
(Further powers to Corporation with respect to construction and working of Tramways; Agreements; Street widenings; Acquisition and appropriation of Lands; Stopping up of Footpaths at Blackley; Fire brigade; Street trading; Thrift fund; Orderly bins; Agreements with Dean and Canons of Manchester; Temporary loans; Borrowing powers; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lord Mayor, Aldermen, and Citizens of the City of Manchester (hereinafter called "the Corporation"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Corporation to make, lay down, form, maintain and use the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings and passing places, stables, carriage houses, engine boiler and dynamo houses, sheds, buildings, engines, dynamos, posts, poles, brackets, tubes, wires, apparatus, works and conveniences connected therewith or incidental thereto respectively.

[Where, in the following description, 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 will be situate wholly in the city and parish of Manchester, and county of Lancaster, and are as follows:—

Tramway No. 1.—In the township of North Manchester, commencing in Cheetham Hill-road by a junction with the existing tramway at a point 46 feet or thereabouts measured in a south-easterly direction from the intersection of the centre lines of Woodlands-street and Cheetham Hill-road, thence in a northerly direction along Woodlands-street, thence in a north-easterly direction along Humphrey-street, Moss Bank, Lansdowne-road, to and terminating in Crumpsall-lane at a point 50 feet or thereabouts measured in a north-westerly direction from the north side of Delaunay's-road.

Tramway No. 2.—In the township of North Manchester, commencing in Cheetham Hill-road, by a junction with the existing tramway, at a point 60 feet or thereabouts measured in a south-easterly direction from the intersection of the centre lines of Crescent-road and Cheetham Hill-road, thence in an easterly direction along Crescent-road to Oak-road, thence in a northerly direction along Oak-road to and terminating in Crumpsall-lane, by a junction with Tramway No. 1, at a point 45 feet or thereabouts, measured in a south-easterly direction from the termination of the said Tramway No. 1.

Tramway No. 3.—In the townships of Manchester and South Manchester, commencing in Albion-street, at a point 40 feet or thereabouts measured in a northerly direction from the intersection of the centre lines of Medlock-street and Albion-street, thence in a south-easterly direction along

Medlock-street, Upper Medlock-street, to and terminating in Upper Medlock-street, at a point 32 feet or thereabouts measured in a north-westerly direction from the intersection of the centre lines of Embden-street and Upper Medlock-street.

Tramway No. 4.—In the township of South Manchester, commencing in Upper Medlock-street at the termination of Tramway No. 3, thence in an easterly direction along Embden-street, Boundary-lane, to and terminating in Greenheys-lane by a junction with the existing tramway at a point 45 feet or thereabouts measured in a southerly direction from the intersection of the centre lines of Greenheys-lane and Coupland-street.

Tramway No. 5.—In the township of South Manchester, commencing in Embden-street by a junction with Tramway No. 4, at a point 36 feet or thereabouts measured in a westerly direction from the intersection of the centre lines of Renshaw-street and Embden-street, thence in a south-easterly direction along Renshaw-street to Pigott-street, thence in an easterly direction along Pigott-street to and terminating in Greenheys-lane by a junction with the existing tramway at a point 68 feet or thereabouts measured in a southerly direction from the intersection of the centre lines of Pigott-street and Greenheys-lane.

Tramway No. 6.—In the township of Manchester, commencing in Market-street by a junction with the existing tramway at a point 8 feet or thereabouts measured in a north-easterly direction from the intersection of the centre lines of Corporation-street and Market-street, thence in a north-easterly direction along Corporation-street to and terminating in that street by a junction with the existing tramway, at a point 40 feet or thereabouts measured in a south-westerly direction from the intersection of the centre lines of Witherly-grove and Corporation-street.

Tramway No. 7.—In the township of Manchester, commencing in Albert-square by a junction with the existing tramway at a point 60 feet or thereabouts measured in a south-westerly direction from the south side of Tase-alley, thence in a north-easterly direction along Albert-square and Cross-street to and terminating in Cross-street by a junction with the existing tramway at a point 46 feet or thereabouts measured in a north-easterly direction from the intersection of the centre lines of South King-street and Cross-street.

In the following instances the proposed tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the roads hereinafter mentioned and the nearest rail of the tramway, namely:—

Tramway No. 1.—In Woodlands-street, on both sides, from Cheetham Hill-road, Humphreys-street, and Moss Bank, to the west side of Dobroyd street, and in Moss Bank, on both sides, between points 210 feet and 48 feet measured in a south-westerly direction from the south-west side of Crossley-street.

Tramway No. 2.—In Crescent-road, on the south-side, from a point 106 feet measured in an easterly direction from the intersection of the centre lines of Trees-street and Crescent-road to Oak-road, and on the

north side between Fountain-street and Moss Bank.

Tramway No. 4.—In Embden-street and Boundary-lane, on both sides, between Upper Medlock-street and Coupland-street.

Tramway No. 5.—In Renshaw-street, on both sides, from Embden-street to Pigott-street.

Tramway No. 6.—In Corporation-street, on the east side, from Market-street to Withygrove, and on the west side from Market-street to Hanging Ditch.

Tramway No. 7.—In Cross-street, on both sides, from John Dalton-street to the termination of the tramway.

The proposed tramways will be laid on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works as may be necessary or convenient for the efficient working of the intended tramways, or for affording access to the stables, carriage houses, sheds, and works of the Corporation, or other persons working the said tramways.

To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any of the intended tramways are laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramways, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

To empower the Corporation to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines, on any of their tramways within the city.

To empower the Corporation, for the purpose of constructing any of the intended tramways, to increase the width of the roadway by reducing the width of any footpath, and to amend or repeal Section 49 of the Manchester General Improvement Act, 1851, as to the width of footways.

To empower the Corporation from time to time to work the intended tramways by animal power, and by any mechanical power (including in that expression electric and any other motive power not being animal power), and partly by one power and partly by another, and to apply to and use for that purpose any station for generating electrical power and any electrical power which they are already authorised to erect, provide, and use; and also to erect, place, make, and maintain at any such station, works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power, and to lay down, erect, construct, maintain above, upon, and below the surface of the ground, and to attach to houses, buildings, bridges and arches, mains, pipes, conduits, conductors, cables, ropes, posts, brackets, boxes, apparatus, and things necessary or proper for the transmission of electricity or other power, and for the working of the said tramways or any of them by electricity or other power.

To empower the Corporation, notwithstanding anything contained in the Tramways Act, 1870, to work the intended tramways, and to place and run carriages thereon, and to empower the Corporation, or other the person or persons working the said tramways, to demand and take tolls, rates, and charges for the use thereof by carriages passing along the same, and for the

conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, to alter existing tolls, rates, and charges, and to confer exemptions from tolls, rates and charges; also to authorise the Corporation to provide buildings, cars, rolling stock, engines, machinery, electric and other plant, apparatus, appliances, horses, and stables.

To enact that the intended tramways shall form part of the tramway undertaking of the Corporation, and to empower the Corporation to exercise in reference to the intended tramways all and singular the powers already possessed by them with reference to their existing tramways or tramway undertaking. Also to make applicable all or any of the provisions of the intended Act to the existing tramways or tramway undertaking of the Corporation.

To authorise and confirm agreements between the Corporation and any company or local authority named or referred to in the Manchester Corporation Tramways Act, 1899, or the Manchester Corporation Tramways Act, 1900, and for the purpose of giving effect to any such agreement to repeal, alter, amend, or extend the provisions of the last-mentioned Acts.

To empower the Corporation to make and maintain the street widenings and improvements hereinafter described with all proper conveniences (that is to say):—

To widen and improve Fennel-street, in the township of Manchester, in the parish and city of Manchester, for a distance of 31 yards, or thereabouts, on the north-easterly side thereof; also to widen and improve Long Millgate, in the township of Manchester, in the parish and city of Manchester, for a distance of 25 yards, or thereabouts, on the south-easterly side thereof.

To widen and improve Boston-street and Warwick-street in the township of South Manchester, in the parish and city of Manchester, for a distance of 18 yards, or thereabouts, at the easterly corner of the junction of such streets.

To widen, improve and alter the levels of the street called "Cathedral Yard" in the township of Manchester, in the parish and city of Manchester, between Victoria-street and Cathedral-gates, and to provide for the removal of human remains so far as may be necessary in connection therewith.

To empower the Corporation to widen and improve Kirkmanshulme-lane, in the township of Gorton, in the parish and urban district of Gorton, for a distance of 290 yards, or thereabouts, on the south-easterly side thereof, between Mount-road and the occupation road opposite to the entrance of Belle Vue Gardens, and to provide for an alteration of the city boundary so as to include the whole of the widened portion of Kirkmanshulme-lane.

To empower the Corporation to acquire, by compulsion or agreement, and to hold lands (in which term in this notice houses and buildings are included) or easements in or over lands in the townships and parishes aforesaid for the purposes of the intended Act, including resale, and also the lands hereinafter described or referred to, or some of them (that is to say):—

Certain lands in the township of Manchester, in the parish and city of Manchester, lying between and adjoining Newton-street, Hilton-street, Little Lever-street, and Friday-street (including the site of Bradley's-court, which is intended to be stopped up), and to empower the Corporation to erect, maintain, and equip buildings thereon for the purposes of the Weights and

Measures Acts, and for other purposes of the Corporation.

To authorise the crossing, altering, diverting, or stopping up (either temporarily or permanently) of all streets, roads, highways, carriage-ways, footpaths, canals, water-courses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, and electric apparatus within or adjoining the townships aforesaid, which it may be necessary to cross, alter, divert or stop up, in executing the several purposes of the intended Act.

To authorise the purchase and acquisition of part only of, or an easement in or over any property which may be required to be taken for the purposes or in the exercise of the powers of the intended Act, without the Corporation becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned.

Also to confer all necessary powers for the appropriation of the land of the Corporation bounded by London-road, Whitworth-street, Fairfield-street, and Commerce-street, in the said township of Manchester, for the purposes of a Fire and Police Station (inclusive of the provision of shops), and for the erection and equipment of such station and matters incidental thereto.

To empower the Corporation to appropriate and use certain land in Whitworth-street, in the said township of Manchester, for a building in connection with the Corporation Municipal Technical School.

To empower the Corporation to appropriate and use certain land in Whitworth-street West, in the said township of Manchester, for a store yard and sheds in connection with the Gas Undertaking of the Corporation.

To empower the Corporation to stop up and discontinue and to extinguish all rights of way over the public footpaths in and through Boggart Hole Clough and the David Lewis Recreation Ground, Blackley, and any lands of the Corporation adjoining thereto, in the township of North Manchester, in the city and parish of Manchester, in the county of Lancaster.

To confer further powers as regards the entry upon buildings supposed to be on fire, or buildings and lands adjoining or near thereto, and for providing for the diversion and stoppage of traffic in any streets during a fire, and for vesting in the officers of the Fire Brigade of the city power to take sole charge and control of all operations for the extinguishment of such fire.

To make provision for the control and regulation of trading in the streets, and to prohibit children and other young persons from trading in the streets without a licence from the Corporation; to authorise a court of summary jurisdiction to deal with, apprehend, and detain children trading without a licence, and to commit them to an industrial school; to authorise the Corporation to make and enforce bye-laws and regulations with regard to licensing children and other young persons; to provide for the punishment of persons having control of any child and other young persons trading without a licence; to enable the Corporation to provide homes for children and other young persons licensed to trade in streets; to extend, amend, and make applicable to children trading in the streets all or some of the provisions of the Prevention of Cruelty to Children Act, 1894; and to confer on the Corporation and the justices, constables, and other officers

of the city, all or some of the powers contained in that Act; and to empower the Corporation to appoint inspectors and officers, and to authorise the Corporation to apply their funds, rates, and revenues to these purposes, or to levy a special rate for such purposes.

To amend the provisions of the Manchester Corporation Act, 1891, so as to empower the Corporation to include in any scheme for the establishment of the thrift fund made by them under that Act any persons whose salaries are paid by the Corporation and the representatives of any such persons, and to extend and make applicable to all persons so included the provisions of the said Act relating to the thrift fund.

To confer further powers upon the Corporation with regard to the provision and use in the streets of the city of orderly bins or other appliances or conveniences for the collection of street refuse.

To authorise the Corporation and the Dean and Canons of Manchester to make and carry into effect agreements and arrangements with respect to roads and open spaces in the district of Newton Heath, and to confirm or give effect to any such agreement or agreements made or entered into prior to the passing of the intended Act, and to confer upon the Corporation and the said Dean and Canons all necessary powers for carrying any such agreement or agreements into effect.

To empower the Corporation to raise any moneys which they are for the time being authorised to borrow by means of bills or promissory notes, or other securities of a temporary character, and to prescribe or provide for the amount which may be so raised; and to authorise the Corporation to make regulations with respect to the form, preparation, mode of issue, payment, discharge, and cancellation of any such bills, promissory notes, or securities.

To empower the Corporation, for all or any of the purposes of the intended Act, or their existing Acts, or Provisional Orders confirmed by Parliament, and for works of paving and sewerage within the city, to raise and borrow further moneys on the credit of the city fund, and any funds or property of the Corporation, and of the rates, rents, and charges from time to time leviable and receivable by the Corporation, and to make provision with reference to the powers of the Corporation for raising and borrowing money on the security of all or any of the said funds and rates, and to increase the amounts which may now be so raised and borrowed, and to make applicable to the moneys so raised and borrowed all or some of the provisions of the existing Acts and Orders confirmed by Parliament with reference to the borrowing of money on mortgage, and to the creation and issue of consolidated stock, and otherwise to amend and extend the provisions of the said existing Acts and Orders and the borrowing powers of the Corporation, and to empower the Corporation to apply to all or any of the purposes aforesaid any moneys which they are by any existing Act or Order authorised to raise or borrow, and which are not required for the purposes thereof.

To vary or extinguish all existing rights and privileges connected with the lands proposed to be acquired under the powers of the intended Act, and any other rights and privileges which would, or might, in any manner impede or interfere with any of the objects or purposes of the intended Act, and to confer other rights and privileges.

To incorporate with the intended Act, and to

empower the Corporation to exercise and enjoy with reference to the objects of the intended Act, with or without modification or alteration, all or some of the provisions of and powers conferred by the Municipal Corporations Act, 1882, the Public Health Acts, the Lands Clauses Acts, the Tramways Act, 1870, the Electric Lighting Acts, 1882 and 1888, the Electric Lighting Clauses Act, 1899, the Arbitration Act, 1889, the Local Loans Act, 1875, the Prevention of Cruelty to Children Act, 1894, and any Acts amending the said Acts or any of them, and to alter, amend, extend, and (if thought fit) to make applicable to the objects and purposes of the intended Act, or to repeal some or all of the provisions of the Acts hereinbefore mentioned or referred to, and of the Manchester Police Act, 1844, the Manchester General Improvement Act, 1851, the Manchester Corporation Waterworks and Improvement Acts, 1872 and 1875, and the Manchester Corporation Acts, 1891, 1894, 1896, and 1897, the Manchester Corporation (General Powers) Act, 1899, the Manchester Corporation Tramways Acts, 1899 and 1900, the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1885, (No. 11) Act, 1886, and (No. 12) Act, 1893, and of any other Act or Acts or Orders confirmed by Parliament relating to the Corporation.

And notice is hereby also given, that, on or before the 30th day of November, 1900, plans and sections of the works proposed to be authorised by the intended Act, and plans of the lands proposed to be acquired or appropriated under the powers thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and with the Town Clerk of the city of Manchester, at his office at the Town Hall, Manchester, and that, on or before the same day, a copy of so much of the said plans and sections as relates to the urban district of Gorton, with a copy of this Notice, published as aforesaid, will be deposited with the Clerk of the District Council of the said district, at his office.

And notice is hereby further given, that on or before the 21st day of December, 1900, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1900.

WM. HENRY TALBOT, Town Clerk, Manchester.

SHERWOOD and Co., 7, Great George Street, Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Pudsey Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Corporation of Pudsey, within the Borough of Pudsey; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking up and Interference with Streets, Bridges, Railways and Tramways; the Laying Down and Erection of Electric Lines, Pipes, Wires, and Apparatus; the Taking and Recovery of Rates and Charges; the Entry into Houses and Lands; the Making of Contracts; the Borrowing of Money; and other matters.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the Borough of Pudsey, in the West Riding of the County of York (hereinafter called "the Corporation," and

whose address is Borough Council Offices, Pudsey), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Corporation to produce, store, supply, sell, and distribute electricity for public and private purposes, as defined by the said Acts, within the whole of the borough of Pudsey aforesaid (hereinafter called "the area of supply").

2. To enable the Corporation to purchase, take on lease, and hold lands, or interests or easements in or over lands, or to appropriate for the purposes of the Order any lands belonging to or held by them, and to erect, maintain, work, and use upon such lands all necessary or proper engines, dynamos, batteries, machinery, apparatus, works, buildings and appliances for generating, producing, storing, supplying, and distributing electricity, or for other the purposes of the undertaking, and to empower the Corporation to sell or dispose of any lands not required for the purposes of the Undertaking.

3. To authorise the Corporation to collect and recover rates, rents, and charges for the supply of electricity and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

4. To authorise the Corporation to enter into contracts with corporations, companies, or persons for the execution and maintenance of works and the production and supply of electricity, and to relieve the Corporation from the consequences of any acts or defaults of any such contractors, and to empower the Corporation to transfer to corporations, companies, or persons all or some of their powers, duties, liabilities, and works, for such period and upon such terms and conditions as may be agreed upon.

5. To confer upon the Corporation all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

6. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, subject to such variations, modifications, or exceptions as may be prescribed by the Order.

7. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest upon the Borough Fund and Borough Rate, and to empower the Corporation to apply any of their funds to any of the purposes of the Order, and to provide for the disposal or application of the revenue arising from the undertaking.

8. To incorporate with the Order Section 265 of the Public Health Act, 1875 (relating to the protection of local authorities and their officers from personal liability), and to extend that section to matters arising under the Order.

9. The streets and other places in, over, or along which it is proposed to place electric lines and other works, are all such streets and other places within the area aforesaid, as are repairable by the Corporation.

10. To authorise the Corporation to break up, pass, or cross over or under the following streets,

footpaths, and other places not belonging to or not repairable by the Corporation.

Private streets—Brayshaw-street, Peel-street, Glebe-street, South-parade, Back South-parade, Back Glebe-street, Parsonage-fold, Clarendon-street, Back St. Lawrence-terrace, St. Lawrence-terrace, Crawshaw-road, Hutton-street, Grove-terrace, Grove-avenue, Back Grove-avenue, Grove-road, Rider-row, Back School-street, Womersley-place, School-street, Albert-street, Laurel-mount (Church-lane), Azalea-terrace, Parkfield-terrace (Church-lane), Northrop's-yard, Verity's-yard, Mulberry-street, Dover-street, Park-square, Stansfield-square, Sharp's-row, Crawshaw-hill, Tofts-road, Scott-street, Byron-street, Tennyson-street, Spencer-row, Ravens-mount-road, Crawshaw-street, Longfield-road, Hammerton-street, Old Fold, Studley-terrace, School-terrace, Woodbine-square, Croft-place, Delph-hill, Ingham's-yard (Lowtown), Wharrel's-road, Farrer's-yard, Back Fold, off The Lanes, The Lanes, Rosemont-terrace, Rosemont-avenue, Grayshon's-row, Back Claremont-street, Willow-street, South-view, off Crimbles, School-street, off Crimbles, Crimbles to Longfield-road, Huggan's-row, off Crimbles, Crimbles-terrace, Hammerton-grove, Crimbles-road, Albion-street, Greenwood-row, Kent-road, Noble-street, Portland-street, Wilcock-street, East-view, Mount Pleasant-road, Bramley-view, Rayner-terrace, Roger's-place, Wesley-terrace, Wesley-view, Wesley-row, Troughton-place, Troughton-street, Platt's-row, Brick-row, Gill's-row, Turkey-hill, Lumby-lane, Hare-lane, South-park, Fulneck-roads, Mill-hill-road, Hillthorpe-road, Cromack-terrace, Cromack-street, Best-street, Rayner-street, Crabtree-fold, Wilson's-yard, Station-road, from Greenside and Fartown, Carlisle-road, Sharp's-row, off Little-moor-road, Brick Mill-road, Driver-lane, Laurel-mount, off Richardshaw-lane, Laurel-terrace, Vine-terrace, Ebenezer-square, Chapel-street, Bankfield-terrace, Checker-row, Parkfield-terrace, Club-row, Park-row, Park-top, Oxford-place, Station-square (Stanningley), Vernou-place, Albion-yard, Turner's-square, Grangefield-road, Varley-street, Ingham-street, Eland-street, Robert-street, Boocock-street, Beckside-hill, Cavendish-place, Ashfield-road, Back Ashfield-road, Providence-place, Watson's-square, Primrose-hill, New Scarboro', Thorpe-road, Back Thorpe-road, Higher Grange-road, Pembroke-road, Larkfield-road, Brunswick-road, Halliday-street, Back Brunswick-road, Somerset-road, Back Cemetery-road, Owlcoates-road, Granville-street, Laburnum-street, Prospect-street, Oak-street, Highfield-street, Rosebery-street, Marsh-hill-street, Long-row, Moss-row, Mount Tabor-street, Perseverance-street, Back Perseverance-street, Back Waterloo-row, Waterloo-place, Albany-terrace, Moorhouse-row, Bradley-lane, Gibraltar-lane, Ingham-terrace, Occupation-lane, Tunnicliffe-row, Moss-yard, Beaumont-yard, The Square, Beaumont-yard (Smalewell-road), Procter's-yard, Windmill-hill, Westroyd-hill, Jumbles Well-terrace, Hall-terrace, Far-green, Spencer-lane, Uppermoor.

The footpaths in the following places:—

Acres Hall, Owlcoates-hill, Owlcoates Back-lane, Coal Staithe-road, Fartown-fields, Farnley-valley, Fartown and Bankhouse-lane, to Bankhouse, Greenside to Bankhouse, Gibraltar to Smalewell, Hammerton Field, Hill Top, Jersey, Lowtown Fields, Primrose-hill, Red Laithe, Stanningley Fields, Tong Valley, Tofts, Windmill-hill, Valley-road.

And to cross, break-up, or interfere with the following railways and tramways, so far as they are situate within the area of supply, viz.:—

The Great Northern Railway, Leeds, Bradford, and Halifax Branch.

The Great Northern Railway, Bramley to Lowmoor Branch.

The Great Northern Railway, Eccleshill, Idle, and Shipley Branch.

The Great Northern Railway, Gildersome Branch.

The Tramway of the Bradford Corporation from Thornbury to Stanningley.

There are no canals or navigable rivers within the said area.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order when deposited, and the Order, when made, will be obtainable at the price of one shilling for each copy, at the offices of the Town Clerk; at the Borough Council Offices, Pudsey aforesaid; and at the offices of the under-mentioned Solicitors and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection, at the office of the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and at the offices of the Town Clerk at Pudsey aforesaid.

And notice is hereby lastly given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Town Clerk, Solicitors, or Parliamentary Agents.

Dated the 23rd day of November, 1900.

BENJAMIN DUFTON, Town Clerk.

BEAUMONT, WILSON, and CROFT, South Parade, Pudsey, and 2, Basinghall-square, Leeds, Solicitors.

TORR and Co., 19, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Portmadoc, Beddgelert, and South Snowdon Railway.

(Sale and Purchase of the Undertaking of the Portmadoc, Croesor, and Beddgelert Tram Railway Company; Amendment of existing Acts relating thereto; Winding up and Dissolution of the Company; Provision for Maintenance of existing Railway; New Railways to Beddgelert and Llyn Gwynant, and also to Treflys; Powers of Deviation; Gauge of Railways, Roads, and Streets, &c.; Tolls and Charges; Powers for County, Rural, and Urban Councils to contribute; Powers for Working Arrangements with existing Railway Companies for Running Powers; Power to take Water from Llyn Llydaw and Llyn Teyrn, and to provide Compensation Waters; to Produce, Store, and Supply Electricity, Electrical Energy and Power for Public and Private Purposes within the Urban Districts of Ynyscynhaiarn and Criccieth, and the Parish of Beddgelert, in the County of Carnarvon, and the Parish of Llanfrothen, in the County of Merioneth; to Construct Works;

to Break up Streets; to Levy Tolls and other Powers; to Acquire Lands Compulsorily.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Northern Counties Traction Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Portmadoc, Croesor, and Beddgelert Tram Railway Company to sell, and the Company to acquire either at the present or any future time, and on such terms and conditions as have been or as may be agreed upon or as the Bill may prescribe the undertaking of the Portmadoc, Croesor, and Beddgelert Tram Railway Company, authorised in and by virtue of the Croesor and Portmadoc Railway Act, 1865, being a railway from Carreg Hyldrem, in the parish of Llanfrothen, in the county of Merioneth to Portmadoc, in the county of Carnarvon.

To vary or extend the powers of the Croesor and Portmadoc Railway Act, 1865, the Portmadoc, Croesor, and Beddgelert Tram Railway Act, 1879, or any other Act relating to or affecting the said Portmadoc, Croesor, and Beddgelert Tram Railway Company or the undertaking thereof.

To provide for the winding up and dissolution of the said Portmadoc, Croesor, and Beddgelert Tram Railway Company, and for the distribution of the purchase-money and assets amongst the shareholders thereof and other persons entitled or interested therein, and for the payment and discharge of the debts and liabilities of the said Portmadoc, Croesor, and Beddgelert Tram Railway Company, or to make such other provisions with respect to the same as the intended Act may contain.

To provide for the maintenance of the said existing railway so to be acquired as aforesaid, together with the stations, sidings, and works connected therewith, and to empower the Company to make and maintain other stations, works, and conveniences in connection with the same.

To empower the Company to make and maintain the following railways and works with all necessary stations, sidings, roadways, approaches, buildings, works, and conveniences connected therewith (that is to say):—

A railway commencing at a junction with the existing railway of the aforesaid Portmadoc, Croesor and Beddgelert Tram Railway Company at a point 3 miles 4 furlongs from the commencement thereof and thence running in a northerly direction through the parish of Llanfrothen in the county of Merioneth and the parish of Beddgelert, situate in the county of Carnarvon and terminating in a field situate at and forming part of the farm called Bwlch Mwyalchen in the said parish of Beddgelert on the northerly bank of the River Glaslyn, at a point adjacent to the outlet thereof to Llyn Gwynant.

A railway wholly in the county of Carnarvon, commencing at a point 1 furlong 1 chain or thereabouts measured in a south-westerly direction from the farmhouse or building called Trip, situated in the parish of Treflys, and thence running through the said parish of Treflys and the parish of Ynyscynhaiarn and terminating at a junction with the existing railway of the aforesaid Portmadoc, Croesor and Beddgelert Tram Railway Company at Portmadoc.

To deviate laterally or vertically from the

lines and levels shown on the deposited plans and sections, in constructing the said railways and works to such extent as may be authorised or prescribed by the intended Act, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To authorise the construction and maintenance of the existing and intended railways, on a gauge to be specified in the Bill, and to use steam, electrical or other mechanical power as the motive power of the said railways.

To authorise the Company to cross, divert, alter, or stop up permanently or temporarily all roads, highways, streets, footpaths, pipes, sewers, rivers, streams, watercourses, reservoirs, bridges, railways, and telegraphic and telephonic apparatus as it may be necessary to interfere with in constructing, working, or maintaining the intended railways and works.

To authorise the Company to levy tolls, rates, and charges in respect of the intended railway and works, and to alter existing tolls, fares, rates, and charges as prescribed by the said Croesor and Portmadoc Railway Act, 1865.

To authorise the county councils of Carnarvonshire and Merionethshire respectively, and the respective rural district councils of Glaslyn and Dendraeth, and also the Ynyscynhaiarn urban district council to make contributions by way of loan or otherwise towards the undertaking of the Company, upon such terms and conditions as may be prescribed by the Bill.

To enable the Company and the Cambrian Railways Company, the Festiniog (Narrow Gauge) Railway Company, the North Wales Narrow Gauge Railway Company and the Snowdon Mountain Tramroad and Hotel Company or any or either of them to enter into agreements for all interchange of traffic and for respectively working, maintaining, managing and using their respective lines of railways and works or any or either of them.

To authorise the Company, their officers and servants to run over, work and use with their engines and carriages and for the purpose of their traffic the Festiniog (Narrow Gauge) Railway, the North Wales Narrow Gauge Railway and the Snowdon Mountain Tramroad, upon such terms and conditions and subject to such payments as shall be mutually agreed upon or as in case of dispute or in default of agreement shall be determined by the Board of Trade or by arbitration.

To enable the Company to impound and store up the waters of Llyn Llydaw and Llyn Teyrn in the parish of Beddgelert in the county of Carnarvon, and to abstract, use, and appropriate the waters of the said lakes for the generation of electrical power for the purposes of the Company in such manner as will be provided by the Bill, which said water now flows directly or indirectly into Afon Glaslyn at a point within the parish of Beddgelert, and to abstract and divert water from any streams, springs, and waters which may be intercepted by any means of the proposed works or any of them, and to provide compensation water as provided by the intended Act, or by agreement or otherwise.

To authorise the Company to produce, store, and supply electricity, electrical energy, and power for the purposes of their own undertakings, and for all or some of the public and private purposes defined by the Electric Lighting Acts, 1882 and 1888, or any other enactment in that behalf within the limits of the parishes of Beddgelert in the county of Carnarvon of the urban district of Ynyscynhaiarn (or Portmadoc) of the urban district of

Criccieth, all in the county of Carnarvon, and of the parish of Llanfrothen in the rural district of Dendraeth in the county of Merioneth (hereinafter called the area of supply), and for these purposes to cross, open, break up, and interfere with all streets, roads, ways, footpaths, railways, tramways, canals, towing paths, bridges, culverts, sewer gas and water mains and pipes, telegraph and pneumatic tubes and pipes, and telegraph and telephone wires within the the area of supply, and to construct, lay down, set up, maintain, renew, alter, and remove either under or above ground or otherwise, engines, batteries, dynamos, pipes, tubes, street boxes, wires, posts, apparatus, or other works or things required for the purpose of enabling the Company to produce, store, supply, convey, transmit, and distribute electricity, electric power, and energy for public and private purposes as aforesaid, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To authorise the Company to erect, maintain, work, and use all necessary stations, store-houses, engines, machinery, apparatus, works, and appliances for the production, storage, and distribution of electricity, electrical energy and power.

To empower the Company to manufacture, purchase, hire, sell, supply, let, and deal in all machines, lamps, accumulators, meters, fittings, plant, machinery, and other apparatus required for the purposes of production, storage, utilisation, supply or measurement of electricity, electrical energy and power.

To authorise the Company to make charges and levy rates for the supply of electricity, electrical energy and power, and for the use of any machines, lamps, accumulators, meters, fittings or apparatus connected therewith, and to recover such rates and charges.

To make provision for the testing of mains, conductors, meters, and works, for the appointment and remuneration of electric inspectors, and for the supply, use, and inspection, testing and certifying of meters, fittings, and instruments.

To incorporate with or without alteration all or some of the provisions of the said Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith respectively, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts or any Acts amending the same or incorporated therewith are or may be conferred upon undertakers.

To provide for laying down electric lines in the following streets or parts thereof, within a period to be specified in the Bill, viz., High-street, Bank-place, Lombard-street, Madoc-street, and Snowdon-street, in the town of Portmadoc, and High-street, Portmadoc-road, and Marine-terrace, in the town of Criccieth.

To empower the Company to acquire by compulsion or agreement lands, houses, hereditaments, and other property for the purposes of the existing and intended railways and other works described in the Bill, and to acquire and take easements or other rights or interests in, over, or affecting lands, houses, tenements, hereditaments, and other property, and notwithstanding the ninety-second section of the Lands Clauses Consolidation Act, 1845, to enable the Company to purchase and take part only of,

or any easements under, any house, building, manufactory, or premises, without being required to purchase the whole or any greater part thereof than may be necessary for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and property or such parts thereof as aforesaid.

To vary and extinguish all rights and privileges inconsistent with or which would in any way interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

And Notice is hereby given that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of the Notice of the intended application to Parliament, as published in the London Gazette, will be deposited as follows (that is to say):—With the Clerk of the Peace for the county of Merioneth, at his offices at Dolgelley and at Portmadoc, with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, with the clerk of the Ynysyngaiarn Urban District Council, at his office at Portmadoc, and the clerk of the Criccieth Urban District Council, at his offices at Bank-place, Portmadoc, and at Criccieth, with the clerk of the Glaslyn Rural District Council, and the Dendraeth Rural District Council, at his office at Portmadoc, and with the clerks of the Parish Councils of Treflys, Llanfrothen, and Beddgelert, at their respective residences.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1900.

Dated this 17th day of November, 1900.

EYAN R. DAVIES, Pwllheli, Solicitor.

A. RHYS ROBERTS, 63, Queen Victoria-street, London, Parliamentary Agent.

Board of Trade.—Session 1901.

Bexhill Pier.

(Application for Provisional Order for Powers to Erect a Pier and other Works at Bexhill, in the County of Sussex; and to levy Tolls; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order by certain persons or a Company to be hereafter named (hereinafter referred to as "the Promoters"), pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 (Amendment Act), and any other Acts enabling them in that behalf for the following purposes, or some of them (that is to say):—

1. To empower the Promoters to make and maintain the following works, with all proper approaches, landing stages, landing places, sheds, toll houses, toll gates and bars, cranes, hydraulic lifts, buoys, moorings, groynes, breakwater, and other works and conveniences auxiliary thereto, in the parish of Bexhill and county of Sussex, viz.:—

A Pier (together with a landing stage at the seaward end thereof) commencing at a point upon the beach on the seaward side of, and adjoining, a concrete sea wall now in course of erection, upon property belonging to Albert James Barker, distant 220 yards, or thereabouts east of the south-east boundary stone of the War Department's land, now

used as the Bexhill Coastguard Station, and 200 yards or thereabouts from the south-west corner of the building known as The Kursaal, and extending thence in a southerly direction, and terminating at a distance of 2,500 feet or thereabouts from the said point of commencement.

2. To empower the Promoters to deviate laterally from the lines of the intended works to the extent shown on the deposited plans, or to such extent as may be prescribed by the Order, and to deviate vertically from the levels shown on the deposited section to such extent as may be prescribed by the Order.

3. To make, provide, and maintain in connection with the pier, jetty, and landing-stage, sea walls, groynes, terraces, approaches, toll-houses, toll-gates, turnstiles, cranes, buoys, moorings, mooring posts, and other buildings, erections, works and conveniences and appliances.

4. To erect upon or near to the pier, jetty, and landing-stage, saloons, pavilions, waiting, refreshment, reading and other rooms, shops, bazaars, baths, and other conveniences, with suitable approaches thereto.

5. To purchase, take on lease, or otherwise acquire by agreement, lands or hereditaments necessary for the purposes of the intended pier, jetty, and landing-stage, approaches, works, and buildings, and the approaches thereto.

6. To demand, take, and recover tolls, rates, rents, dues, and charges upon or in respect of the use of the pier, jetty, landing-stage, and works, from steam and other vessels using the same, and from passengers and luggage, goods and merchandise landed or embarked at or from the same, and persons using the pier as a promenade or for purposes of recreation; and from time to time to alter the tolls, rates, rents, dues, and charges, and to confer, vary, or extinguish exemptions therefrom, and to confer, vary, or extinguish other rights or privileges.

7. To hold refreshment licences, and to make bye-laws, rules, and regulations for the management, use, and protection of the pier, jetty, landing-stage, and works and property, and the control and regulation of vessels, persons, goods, and vehicles using the same, and the conduct of the officers and servants, and to impose penalties for the breach of any such bye-laws, rules, and regulations.

8. To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment of so much of the sea, beach and foreshore, and the land adjoining thereto, as may be occupied by, or be necessary for, the pier, jetty, landing-stage, and works, and the approaches thereto.

9. To authorise the Promoters to deepen, dredge, scour, dig, excavate, or otherwise deal with any portion of the foreshore and bed of the sea adjacent to the proposed pier, jetty, and landing stage, so far as may be necessary for the construction or maintenance thereof, and to remove any rock, sand, mud, or other material.

10. To empower the Promoters to lease or let the whole or any part of the proposed pier, jetty, and landing stage, pavilions, concert rooms, or other rooms and buildings, or the tolls, rates, rents, and duties to be levied or paid in respect thereof, and to authorise any company or other parties to take the same on lease.

11. To incorporate with the Order the provisions, or some of the provisions, of the Harbours, Docks, and Piers Clauses Act, 1847, the Lands Clauses Acts (so far as they relate to the purchase of land by agreement), and to confer upon the Promoters the powers and facilities

contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 Amendment Act, and such other powers and provisions as may be deemed expedient.

And notice is hereby further given, that, on or before the 30th day of November instant, plans and sections of the proposed pier, jetty, landing stage, and works, and a copy of this Notice, as published in the London Gazette, will be deposited at the Board of Trade, Whitehall, London, and with the Clerk of the Peace for the County of Sussex, at his office at Lewes, and at the Custom House at Newhaven.

Printed copies of the draft Provisional Order will, on or before the 23rd day of December next, be deposited at the office of the Board of Trade aforesaid, and also at the Custom House at Rye, and at the Custom House at Newhaven, and on and after that date printed copies thereof will be furnished by the undersigned at their offices as undermentioned to all persons applying for the same, at the price of one shilling each.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Harbour Department, Board of Trade, Whitehall-gardens, London, on or before the 13th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned.

Dated this 14th day of November, 1900.

Cox and LAFONE, Solicitors, 17, Tower Royal, Cannon-street, London, E.C.

Board of Trade—Session 1901.

Pontypridd Urban District Tramways.

(Construction of Tramways, Gauge, Motive Power, Power to Council to work Tramways and to levy Tolls, Rates and Charges. The Borrowing of Money and other matters.)

NOTICE is hereby given that the Pontypridd Urban District Council (hereinafter called "the Council") intend to apply to the Board of Trade on or before the 22nd day of December, 1900, 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 Council to construct and maintain in the Urban District of Pontypridd in the County of Glamorgan, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, sheds, buildings, works and conveniences connected therewith respectively.

The Tramways proposed to be authorised are the following:—

Tramway No. 1.

Commencing in Rhondda-road at a point immediately under the east side of the Taff Vale Railway Bridge over Rhondda-road thence passing along Rhondda-road, Mill-street, Taff-street, the bridge over Taff River (known as Victoria Bridge), Bridge-street, the bridge over the Glamorganshire Canal (known as Trallwn Bridge), bridge over Glamorganshire Canal (known as Coed-pen-Maen Bridge), Coed-pen-Maen-road, Pont Shon Norton, Pont Shon Norton-road, and Cilfynydd-road and terminating in Cilfynydd-road at the intersection of the centre lines of that road and the Albion Colliery Bridge.

Tramway No. 1 will be laid as a single line

except between the following points, where it will be laid as a double line :—

- (a) In Rhondda-road between points respectively 1.2 chains and 4.2 chains east of the East side of the Taff Vale Railway Bridge over Rhondda-road.
- (b) In Mill-street, Taff-street, and Bridge-street from a point in Mill-street 3.5 chains south-east of the intersection of the centre lines of Catherine-street and Mill-street to a point in Bridge-street 1.7 chains west of the centre of the said Bridge (known as Victoria Bridge) over the Taff River.
- (c) In Bridge-street from a point 1.5 chains East of the centre of the said Bridge over the Taff River to a point 0.7 chain West of the centre of the said Bridge (known as Trallwn Bridge) over the Glamorganshire Canal.
- (d) In Coed-pen-Maen-road between points respectively 2.1 chains and 5.0 chains south-west of the intersection of the centre lines of Alpha-street and Coed-pen-Maen-road.
- (e) In Coed-pen-Maen-road between points respectively 4.6 chains and 7.6 chains north-east of the intersection of the centre lines of Alpha-street and Coed-pen-Maen-road.
- (f) In Coed-pen-Maen-road between points respectively 1 chain north-east and 2 chains south-west of the intersection of the centre lines of Bonvilston-road and Coed-pen-Maen-road.
- (g) In Coed-pen-Maen-road and Pont Shon Norton-road between points respectively 1.9 chains south and 3 chains north of the centre of Pont Shon Norton.
- (h) In Cilfynydd-road between points respectively 14.3 chains and 10.6 chains south of the southern corner of the Albion Hotel.
- (i) In Cilfynydd-road between points respectively 2.8 chains and 5.8 chains south of the intersection of the centre lines of Jones-street and Cilfynydd-road.
- (k) In Cilfynydd-road between points respectively 0.6 chain and 3.6 chains south of the intersection of the centre lines of the Albion Colliery Bridge and Cilfynydd-road.

Tramway No. 1a (Double Line).

Commencing in Taff-street by a junction with Tramway No. 1 at a point opposite the north-western corner of the New Inn, thence passing in a westerly direction along Market-street, and terminating in Taff-street by a junction with Tramway No. 1 at a point opposite the southern corner of Penuel Chapel.

Tramway No. 2.

Commencing in Taff-street by a junction with Tramway No. 1 at a point 0.7 chain north of the intersection of the centre lines of Mill-street and Taff-street thence passing over the bridge over Rhondda River and along High-street, Union-street, Rickards-street, Wood-road, thence passing over the bridge of the Taff Vale Railway and Park-street, and terminating in Park-street at a point 2.9 chains south of the intersection of the centre lines of Park-street and Castle-street.

Tramway No. 2 will be laid as a single line except between the following points where it will be laid as a double line :—

- (a) In Taff-street between points respectively 0.7 chain north and 0.7 chain south of the intersection of the centre lines of Mill-street and Taff-street.
- (b) In High-street between points respectively

0.7 chain and 9.0 chains south of the centre of the bridge over the Rhondda River.

- (c) In Rickards-street between points respectively 0.7 chain west and 3.7 chains east of the intersection of the centre lines of Union-street and Rickards-street.
- (d) In Rickards-street between points respectively 10.2 chains and 13.2 chains east of the intersection of the centre lines of Union-street and Rickards-street.
- (e) In Rickards-street between points respectively 3.5 chains and 6.5 chains north-west of the intersection of the centre lines of Tower-street and Rickards-street.
- (f) In Wood-road from the intersection of the centre lines of Wood-road and Tower-street to a point 3.0 chains south-east thereof.
- (g) In Wood-road between points respectively 7.9 chains and 10.9 chains south-east of the intersection of the centre lines of Tower-street and Wood-road.
- (h) In Wood-road between points respectively 9.8 chains and 6.8 chains north-west of the centre of the bridge carrying Wood-road over the Taff Vale Railway.
- (i) In Wood-road and Park-street between points respectively 1.7 chains north-west of the centre of the bridge carrying Wood-road over the Taff Vale Railway and 2.2 chains south of the intersection of the centre lines of Fothergill-street, Wood-road, and Park-street.
- (k) In Park-street between points respectively 2.5 chains south and 0.5 chain north of the intersection of Castle-street and Park-street.

Tramway No. 2a. (Single Line).

Commencing in High-street by a junction with Tramway No. 2 at a point 2.7 chains north-east of the intersection of the centre lines of Union-street and High-street, thence passing along High-street, Station-street, and Union-street, and terminating in Union-street by a junction with Tramway No. 2 at a point 4.5 chains west of intersection of the centre lines of Rickards-street and Union-street.

Tramway No. 3.

Commencing in High-street by a junction with Tramway No. 2 at a point 4.5 chains south of the centre of the bridge over the Rhondda River, passing thence along Tramroad and Fothergill-street and terminating by a junction with Tramway No. 2 at the intersection of the centre lines of Fothergill-street, Park-street and Wood-road.

Tramway No. 3 will be laid as a single line except between the following points where it will be laid as a double line.

- (a) In High-street and Tramroad from the commencement of the Tramway for a distance of 2.3 chains in a south-easterly direction.
- (b) In Tramroad between points respectively 5 chains and 10 chains south-east of the commencement of the Tramway.
- (c) In Tramroad between points respectively 2.0 chains west and 1.0 chain east of the centre of the railway bridge over Tramroad.
- (d) In Tramroad between points respectively 8.0 chains and 11.0 chains east of the centre of the railway bridge over Tramroad.
- (e) In Tramroad between points respectively 10.7 chains and 7.7 chains north-west of the intersection of the centre lines of Cambrian-place and Tramroad.
- (f) In Tramroad and Fothergill-street between points respectively 2.8 chains and 5.8 chains south-east of the intersection of the centre lines of Cambrian-place and Tramroad.

- (g) In Fothergill-street from a point 1.5 chains north of the termination of the Tramway to such termination.

Tramway No. 4.

Commencing at the junction of Ynysangharad-street and Coed-pen-Maen-road at a point 0.3 chain east of the centre of the bridge known as Trallwn Bridge over the Glamorganshire Canal by a junction with Tramway No. 1 thence passing along Ynysangharad-street, Pentre-bach-road over Glyntaff Canal Bridge, Cardiff-road, Castle Bridge and Castle-street, and terminating by a junction with Tramway No. 2 at a point 0.7 chain south of the intersection of the centre lines of Castle-street and Park-street.

Tramway No. 4 will be laid as a single line except between the following points where it will be laid as a double line:—

- (a) In Ynysangharad-street between points respectively 2.5 chains and 9.5 chains south of the intersection of the centre lines of that street and the bridge known as Trallwn Bridge over the Glamorganshire Canal at the Commencement of Tramway No. 4.
- (b) In Ynysangharad-street between points respectively 1.4 chains west and 6.2 chains east of the intersection of the centre lines of Ynysangharad-street and the bridge leading to the Newbridge Chainworks.
- (c) In Pentre-bach-road between points respectively 3.2 chains and 6.2 chains south-east of the intersection of the centre lines of Davies-terrace and the Pentre-bach-road.
- (d) In Pentre-bach-road between points respectively 0.7 chains and 3.7 chains north-west of the north-west corner of the Farmers Arms Public House.
- (e) In Pentre-bach-road between points respectively 11.3 chains and 14.3 chains south-east of the south-east corner of the Farmers Arms Public House.
- (f) In Pentre-bach-road and Cardiff-road between points respectively 1.2 chains north and 3.0 chains south of the intersection of the centre lines of Glyntaff-road and Pentre-bach-road.
- (g) In Cardiff-road between points respectively 1.5 chains and 4.5 chains north of the intersection of the centre lines of Cardiff-road and Castle Bridge.
- (h) In Castle-street between points respectively 1.0 chain north and 0.7 chain south of the intersection of the centre lines of Castle-street and Park-street.

Tramway No. 4a (Single Line).

Commencing in Coed-pen-Maen-road by a junction with Tramway No. 1 at a point 0.5 chain north of the intersection of the centre lines of the bridge known as Trallwn Bridge over the Glamorganshire Canal and Ynysangharad-street and passing thence along Coed-pen-Maen-road and Ynysangharad-street and terminating by a junction with Tramway No. 4 in Ynysangharad-street at a point 0.5 chain south of the above-mentioned point of intersection.

Tramway No. 4b.

Commencing in Cardiff-road by a junction with Tramway No. 4 at a point opposite the centre line of the existing Tramway Bridge over the Taff River and passing thence along Tramroad and terminating therein by a junction with Tramway No. 3 at a point 3.5 chains south-east of the intersection of the centre lines of Cambrian-place and Tramroad.

Tramway No. 4b will be laid as a single line except between the following points where it will be laid as a double line:—

- (a) In Tramroad between points respectively 3.5 chains and 5.3 chains south-east of the intersection of the centre lines of Cambrian-place and Tramroad.

The said Tramways will be constructed in the several parishes of Eglwysilan, Glyntaff, Llantrisant, Llanwonno, Llantwit Fardre, Llanfabon, and Pontypridd, or some or one of them, all in the urban district of Pontypridd.

In the following instances the said Tramways will be so laid that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1.

- (a) In Rhondda-road, Mill-street, Taff-street, Bridge-street and Coed-pen-Maen-road, on both sides thereof from the commencement of the Tramway to a point 2.10 chains south of the intersection of the centre lines of Alpha-street and Coed-pen-Maen-road.
- (b) In Coed-pen-Maen-road on both sides thereof between points respectively 5.3 chains and 8.0 chains north of the intersection of the centre lines of Bonvilston-road and Coed-pen-Maen-road.
- (c) In Coed-pen-Maen-road on both sides thereof between points respectively 4.3 chains and 12.7 chains south of the centre of Pont Shon Norton.
- (d) In Coed-pen-Maen-road, Pon Shon Norton-road and Cilfynydd-road on both sides thereof between points respectively 1.7 chains south of the centre of Pont Shon Norton and 0.1 chain north of the north-west corner of the Albion Hotel.
- (e) In Cilfynydd-road on both sides thereof between points respectively 6.6 chains north of the north-west corner of the Albion Hotel and 4.2 chains south of the southern corner of the Cilfynydd Inn.
- (f) In Cilfynydd-road on both sides thereof between the points respectively 3.8 chains and 0.8 chain south of the intersection of the centre lines of the Albion Colliery, Canal Bridge and Cilfynydd-road.

Tramway No. 1a.

- (a) In Market-street on both sides thereof from a point 3 chains north of the north-western corner of the New Inn to the termination of the Tramway.

Tramway No. 2.

- (a) In Taff-street, the bridge over the Rhondda River, High-street, Union-street, Rickards-street, Wood-road and Park-street on both sides thereof, from the commencement of the Tramway to a point 1.2 chains north of the intersection of the centre lines of Park-street and Castle-street.

Tramway No. 2a.

- (a) In Station-street, on both sides thereof from a point 1.6 chains measured in an easterly direction from the commencement of the Tramway to the termination of the Tramway.

Tramway No. 3.

- (a) In Tramroad on both sides thereof, between points respectively 9.5 chains west and 9.6 chains east of the centre of the Railway Bridge over Tramroad.
- (b) In Fothergill-street on both sides thereof, between points respectively 2.2 chains and 5.5 chains north of the intersection of the centre lines of Fothergill-street, Park-street and Wood-road.

Tramway No. 4.

- (a) In Ynysangharad-street, Pentre-bach-road,

Cardiff-road and Castle Bridge, on both sides thereof, from the commencement of Tramway No. 4 to the west end of Castle Bridge.

Tramway No. 4a.

- (a) In Coed-pen-Maen-road and Ynysangharad-street on the east sides thereof throughout the entire length of the Tramway.

Tramway No. 4b.

- (a) In Tramroad on both sides thereof, from the west end of the Tramroad Bridge over the Taff River to the commencement of the tramway in Cardiff-road.

2. The intended tramways are proposed to be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be determined, and it is not intended to run thereon carriages or trucks adapted to run on railways.

3. To empower the Council to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein as may be deemed necessary or convenient for the efficient working of the intended tramways or for affording access to the stables, carriage houses, sheds, or works of the Council or their lessees, or for effecting junctions with any other tramways or light railways.

4. To empower the Council from time to time when, by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway of the Council shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily or permanently in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

5. To empower the Council from time to time to take up and remove any tramway belonging to them, and to relay the same in such part of the street or road as the Council may think fit.

6. To empower the Council to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines on any tramway belonging to them.

7. To empower the Council and their lessees from time to time to work the Tramways and any other tramways for the time being belonging to the Council by animal power and by any mechanical power (including in that expression electric and any other motive power not being animal power), and partly by one power and partly by another, and for that purpose to erect, place, make, and maintain works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power, and to lay down, erect, construct, and maintain in, above, and below the surface of the streets and elsewhere, and to attach to houses and buildings, mains, wires, pipes, conductors, cables, ropes, posts, brackets, boxes, apparatus and things necessary or proper for the transmission of electricity, or other power and the working of the tramways or any of them by electricity or other power.

8. To empower the Council to work any tramways for the time being belonging to them, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

9. To authorise the Council or other the person or persons working the said tramways proposed to be authorised, and any other tramways for the time being belonging to the Council to levy tolls, rates and charges for the use thereof, by carriages passing along the same, and the convey-

ance of passengers, goods, minerals, animals, merchandise and other traffic upon the same, and to confer exemptions from tolls, rates and charges.

10. To authorise the Council and any other corporation, person, company, or body, from time to time to enter into and fulfil contracts and agreements for and in relation to the construction, working, lease, sale, and purchase of the whole or any part of the said tramways, in consideration of such gross sum or sums, rent, or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties.

11. To empower the Council to borrow money for all or any of the purposes of the Order, to charge the moneys so raised or borrowed and the interest thereon on the district fund and general district rate of the district, the tramway undertaking of the Council and on the properties and revenues of the Council or any of them and to empower the Council to apply any of their funds to any of the purposes of the Order.

12. To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Order, and to confer other rights and privileges.

13. To extend and apply to any tramways of the Pontypridd and Rhondda Valleys Tramway Company hereafter acquired by the Council all or some of the powers and provisions of the Order and of the enactments incorporated with the Order, and as from the date of the acquisition of any such tramways to repeal part of the Tramways Orders Confirmation (No. 2) Act, 1882, and any other Acts and Orders relating to such tramways at the time of their acquisition.

14. To incorporate with the Order, with amendments, all or some of the provisions of the Tramways Act, 1870, and the Land Clauses Acts.

Plans and sections of the proposed tramways and works and copies of this advertisement will be deposited on or before the 30th day of November, 1900, at the offices of the Clerk of the Peace for the County of Glamorgan at his office at Cardiff; with the Clerk of the Pontypridd Urban District Council at his office in that district and with the Parish Clerks of the parishes of Eglwysilan, Glyntaff, Llantrisant, Llanwonno, Llantwit Fardre, Llanfabon and Pontypridd at their respective residences; and on or before the same day copies of the said plans and sections and of this advertisement will be deposited at the office of the Board of Trade, Whitehall, London; with the Clerk of the Parliaments, House of Lords; and at the Private Bill Office of the House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 22nd day of December, 1900, and printed copies of the draft Order when deposited, and of the Order when made, will be obtainable, at the price of one shilling each, at the respective offices of the undersigned Clerk and Parliamentary Agents.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1901, and copies of such objections must at the same time be sent to the undermentioned Clerk or Parliamentary Agents on behalf of the Council. In forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a

copy of the same has been sent to the Council or their Agents.

Dated this 16th day of November, 1900.

C. SYDNEY WATSON, Clerk to the Pontypridd Urban District Council.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster Parliamentary Agents.

Board of Trade.—Session 1901.

Bromsgrove Electric Lighting.

(The Production, Storage, and Supply of Electricity; the Acquisition and Appropriation of Lands, and Construction of Works; the Breaking up and Interference with Streets, Railways, and Light Railways; the Laying down and Erection of Electric Lines, Wires, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts, and other provisions.)

NOTICE is hereby given, that George Gordon Brodie, of the Linthurst, Bromsgrove, Gentleman; Charles Steer, of the Grange, Stoke Prior, Gentleman; and William Whitehouse, of Fockbury, Bromsgrove, Gentleman (hereinafter called "the Undertakers"), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Undertakers to generate and supply electricity for public and private purposes, as defined by the Electric Lighting Acts, within the whole of the area of the Bromsgrove Urban District; so much of the parish of Stoke Prior (Finstall), in the Bromsgrove Rural District, as is bounded by the Spadesbourne Brook and Stoke Heath-road on the south-west, by the road leading from New-road to Finstall on the south and south-east, and by the Alcester main road on the north and north-east; so much of the parish of Bromsgrove in the North Bromsgrove Urban District as is bounded by the boundary of the Bromsgrove Urban District on the south and south-west, by the Spadesbourne Brook on the south and south-east, and by the road leading from Burcot to the Lickey End and the Bromsgrove and Birmingham main road on the north-east and east; and by certain fences as shown on the map on the north, in the county of Worcester (hereinafter referred to as "the area of supply").

2. To enable the Undertakers to acquire by agreement, or take on lease and hold lands and premises, or interests or easements in or over lands, and to appropriate for the purpose of the Order, any lands belonging to or held by them, and to construct and maintain upon such lands, all necessary stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Undertakers to sell or dispose of any lands not required for the purposes of the undertaking.

3. To authorise the Undertakers to break up the following streets, not repairable by the local authority:—Station Approach-road, Stoney Hill roads.

4. The names of the streets through which it is proposed that electric lines shall be laid down within a period to be specified by the Order, are as follows:—New-road, from the boundary of Stoke Prior parish to High-street, High-street, Worcester-street, Strand, Birmingham-road up to Workhouse.

5. To authorise the Undertakers to open and break up and cross with their electric lines and works, the following railways, viz., Midland Railway, Bromsgrove Light Railway.

6. To authorise the Undertakers to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machine, lamps, meters, fittings, or apparatus connected therewith, and to prescribe and limit the price to be charged for electricity.

7. To authorise the Undertakers to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Undertakers from the consequences of any acts or defaults of any such contractors, and to empower the Undertakers to transfer to companies or persons all or some of their powers, duties, liabilities, and works for such period and upon such terms and conditions as may be agreed upon between the parties, subject to the approval of the Board of Trade.

8. To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

9. To incorporate with the Order the provisions contained in the Schedule to the Electric Lighting Clauses Act, 1899.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order, when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy), at the offices of the undermentioned Solicitors and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection at the offices of the Clerk of the Peace for the county of Worcester, at his office at Worcester, and at the office of the Clerk of the Bromsgrove Urban District Council, at his office at Bromsgrove; at the office of the Clerk of the North Bromsgrove Urban District Council at his office at Bromsgrove; at the office of the Clerk of the Bromsgrove Rural District Council at his office at Bromsgrove; and at the house of the Clerk of the Stoke Prior Parish Council at his house at Stoke Prior.

And notice is hereby further given, that every local or other authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 15th day of November, 1900.

WALTER H. SCOTT, Bromsgrove, Solicitor.

WILLIAM WEBB and COMPANY, 37 and 39, Essex-street, Strand, London, Parliamentary Agents.

Board of Trade.—Session 1901.

St. Marylebone Electric Lighting (Provisional Order).

(Application to the Board of Trade, under the Electric Lighting Acts, 1882 and 1888; for a Provisional Order enabling the Council of the Metropolitan Borough of St. Marylebone to produce and supply Electricity for public and private purposes within the said Borough, and to levy and recover Rates and Charges therefor; and to break up Streets and Tramways, and to lay Electric Lines; to manufacture, hire, sell, and let Electric Apparatus; and other incidental Powers.)

NOTICE is hereby given, that the Council of the Metropolitan Borough of St. Marylebone, in the county of London (hereinafter called "the Council"), and whose address is the Town Hall, Marylebone-lane, in that borough, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the Electric Lighting Acts, 1882 and 1888, for the following purposes, or some of them, that is to say:—

1. To enable the Council to make and maintain on any lands now belonging to them or which they may hereafter acquire works for the production, storage, supply, and distribution of electricity, and to supply the same for all or any public and private purposes within the said borough of St. Marylebone, hereinafter called "the area of supply," and to exercise (with or without modification) with respect to such production, storage, supply, and distribution all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899; and such other rights and powers as may be conferred by the Order, including the power to levy, charge, and recover rates, rents, and charges, and to make, lay down, erect, construct, and place all such works, buildings, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, transformers, switches, apparatus, matters, and things as may be necessary or expedient for all or any of the purposes aforesaid.

2. The following are the names of the streets in which it is proposed that electric lines should be laid down within a specified time, that is to say:—

So much of the following streets or parts of streets as lie within the area of supply:—

Upper Hamilton-terrace, Hamilton-terrace, Abbey-road, Grove End-road, Finchley-road, Wellington-road, Park-square West, Maida Vale, Grove-road, Marylebone-road (both sides), Edgware-road (Maida Vale to Marble Arch), Upper George-street, Upper Berkeley-street, Acacia-road, St. John's Wood-road, Albert-road, Park-road, Lisson-grove, Upper Gloucester-place, Lower Berkeley-street, Manchester-square (western half), Duke-street (Wigmore-street to Manchester-square), Weymouth-street, Wigmore-street, Cavendish-place, Henrietta-street, Seymour-street, Bryanston-street, Marble Arch, Oxford-street, Bryanston-square (four sides), Montagu-square (four sides), Gloucester-place, Gloucester-street, Portman-street, Portman-square (four sides), Granville-place, York-place, Baker-street, Orchard-street, Manchester-street from Blandford-street to Manchester-square, Cavendish-square (four sides), Welbeck-street (Great Marylebone-street to Wigmore-street), Devonshire-place, Wimpole-street, Upper Wimpole-street, Harley-street, Park-street, Portland-place, Langham-place,

Regent-street, Great Portland-street, Vere-street, Margaret-street (Cavendish-square), Blandford-street.

3. The streets, roads, or places within the said area not repairable by the local authority which the Council propose to take power to break up are as follows:—

Lancaster-terrace, St. James-terrace, Allsop-place, Nottingham-terrace, York-gate, York-terrace, York Gate-mansions, York-terrace-mews, Cornwall-terrace, Cornwall-terrace-mews, Clarence-terrace, Clarence-mews, Sussex-place, Sussex-mews, Hanover-terrace, Hanover-terrace-mews, Kent-terrace, Clarence-place, Hanover-place, Park-terrace, York-terrace, York-terrace-mews (A to E), Ulster-terrace, Brunswick-terrace, Park-square, Park-square-mews, St. Andrew's-place, Marylebone-road (Ulster-place), Albany-terrace, Albany-mews, the roads in the Regent's Park so far as the same are in the borough.

4. The canals which the Council propose to take powers to pass or cross over or under are as follows:—

The canal and waterways of the North Metropolitan Railway and Canal Company.

5. For all or any of the purposes of the intended Order, to break up, stop up, or interfere with and to cross or pass over, under, or along, as the case may require, public and private streets, roads, highways, footways, thoroughfares, railways, canals, towing-paths, watercourses, bridges, and places within the area of supply, and any sewers, drains, pipes, and telegraphic, telephonic, and electric apparatus, in, over, under or along the same respectively, and particularly so to break up, stop up or interfere with all streets within the area of supply repairable by the Council, and to lay, place, renew, alter, and maintain in, under, over, across, and along such streets, roads, highways, footways, thoroughfares, canals, towing-paths, watercourses, bridges, and places, electric lines, wires, conductors, transformers, switches, mains, pipes, meters, and other apparatus for the supply of electricity and electric currents.

6. To authorize the Council to manufacture, hire, sell, and let dynamos, meters, burners, lamps, engines, conductors, machinery, and apparatus for and in relation to the production, supply, distribution, or utilization of electricity, and to make and recover rents and charges therefor.

7. To enable the Council to acquire, hold, and use patent rights or licences, and authorities under letters patent for the use of inventions, processes, and apparatus for or relative to the production, supply, or utilization and distribution of electricity.

8. To enable the Council and any local authority, company, or person to enter into and fulfil contracts and agreements for and in relation to all or any of the purposes before mentioned, and to enable the Council to sell, demise, or let to such local authority, company, or person any lands for the time being belonging to the Council, and to enable them to acquire lands by agreement for all or any of the purposes of the intended Order.

9. To incorporate with the intended Order with or without alteration the provisions or some of the provisions of the before-mentioned Electric Lighting Acts, the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, and the Lands Clauses Acts, except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

10. On or before the 30th day of November next, a copy of this notice as published in the London Gazette, and a map showing the proposed

area of supply will be deposited for public inspection with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green, and with the Town Clerk of the borough of St. Marylebone, at his office at the Town Hall, Marylebone-lane, and also at the office of the Board of Trade, Whitehall, London.

11. Printed copies of the draft Provisional Order will be deposited at the said office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made may be obtained at the offices of the undersigned on payment of one shilling for each copy.

12. Every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the intended application must do so by letter addressed to the Board of Trade (marked on the outside of the cover enclosing it "Electric Lighting Acts") on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the offices of either of the undersigned.

Dated the 21st day of November, 1900.

GREENWELL and Co., 6, Mandeville-place, W., Solicitors for the Order.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

The Seal of the Council of the Metropolitan Borough of St. Marylebone affixed.



By order,
W. H. GARBUTT, Town Clerk.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Macclesfield Electric Lighting.

(Power to the Electrical Power Distribution Company, Limited, to produce, store, and supply Electricity, Electrical Energy, and Power within the Municipal Borough of Macclesfield, in the County of Cheshire, to construct Works, to lay down Wires and other Apparatus, and to break up Streets therein; Agreements with and Powers to Local Authorities; Special Power of Transfer; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the Electrical Power Distribution Company, Limited, of Surrey House, Victoria Embankment, London, W.C. (hereinafter called "the Company"), to the Board of Trade on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the municipal borough of Macclesfield, in the county of Cheshire (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or

under ground, or otherwise, pipes, tubes, wires posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, to gather with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, council, district board of commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts or any Act amending the same or incorporated therewith are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the undertaking to a company to be hereafter formed under the Companies Acts to acquire and work the same.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two-years after the

commencement of the Order:—Market-place, Mill-street, Park-green, Chestergate, Catherine-street, Bridge-street to Great King-street, Jordangate, Hibel-road, Water's-green.

The railways which the Company propose to take powers to break up, pass, or cross over or under are as follows:—London and North Western Railway, North Stafford Railway, Macclesfield Committee, worked by the Great Central Railway.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for the same at Messrs. Claye, Brown, & Claye, Courier Office, Chestergate, Macclesfield, and at the office of Sydney Morse, 37, Norfolk-street, Strand, London, W.C., Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named Electrical Power Distribution Company, Limited.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Dorking Electric Lighting.

(Power to the County of Surrey Electrical Power Distribution Company, Limited, to produce, store, and supply electricity, electrical energy and power within the Urban District of Dorking, in the County of Surrey; to construct works, to lay down wires and other apparatus, and to break up streets therein; Agreements with and powers to Local Authorities; Special Power of Transfer; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the County of Surrey Electrical Power Distribution Company, Limited, of Surrey House, Victoria Embankment, London, W.C. (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts within the urban district of Dorking, in the county of Surrey (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone and electric wires or conduits within the said area, and to lay down, set up, maintain, renew or remove, either above or underground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the

Company to supply, produce, store, convey, transmit, transform or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any County Council, Corporation, Commissioners, or other local or sanitary or road authority, and any railway or other Company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and if thought fit to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which, by the said Acts or any Act amending the same, or incorporated therewith, are or may be conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the undertaking to a Company to be approved by the Board of Trade.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—High-street, South-street, Horsham-road, West-street, Westcott-road, Howard-road, Arundel-road, Vincent-lane from West-street to Arundel-road, St. Paul's-road from Horsham-road to South-terrace, Cliftonville.

The streets, roads, or places within the said area not repairable by the local authority which the Undertakers propose to take power to break

up are as follows:—Barrington-road, Chequer's-yard, Cotmandene-square, Hart-road, Jubilee-terrace, Knoll-road, Mount-street, Pixham-grove, Roman-road, Rose-hill, Rose's-cottages, Rother-road, Ridgeway-road, South-terrace, St. Martin's-place, St. Paul's-road from South-terrace to Chart-lane, Tower-hill.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the office of the "Dorking Advertiser and County Post," 9, High-street, Dorking, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, London, W.C., Solicitor. Every local or other public authority, Company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk Street, Strand, London, W.C., Solicitor for the above-named County of Surrey Electrical Power Distribution Company, Limited.

In Parliament.—Session 1901.

Long Eaton Gas.

(Dissolution of Long Eaton Gas Company, Limited; Incorporation of new Company with Additional Powers; Supply of Gas and Residual Products in Long Eaton and the neighbourhood thereof; Maintenance and Construction of Gas Works; Supply of Fittings; Breaking up of Streets, &c.; Rates, Rents, and Charges; Incorporation and Repeal of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act for all or some of the following, amongst other, purposes (that is to say):—

1. To dissolve the Long Eaton Gas Company Limited (hereinafter referred to as "the Limited Company"), and to annul and cancel their Memorandum and Articles of Association, and to incorporate the shareholders therein, together with such other persons as may become proprietors in the undertaking into a new Company (hereinafter referred to as "the Company"), and to confer upon the Company all necessary powers and authorities for the supply of gas within the townships or parishes of Long Eaton, Breaston, Draycott, Risley, and Sawley (or parts thereof respectively), all in the county of Derby.

2. To provide for the vesting in the Company of all the undertaking, lands, gasworks, mains, pipes, meters, and other real and personal property, rights, powers, and authorities now vested in or belonging to or occupied or enjoyed by the Limited Company, or held in trust for them together with the benefit of all contracts and engagements entered into by or on behalf of the Limited Company, and to empower the Company to hold such lands and other property.

3. To make provision in regard to the capital and borrowing powers of the Company, the increase in the nominal amount of the existing capital, the apportionment of shares in the Company among shareholders in the Limited

Company, the raising of additional capital, the issue of debenture stock and other securities, the fixing of dividends in accordance with the price charged for gas, the payment of dividends yearly or half-yearly, the creation of reserve and insurance funds, the transfer of shares and stock, and the exemption from obligation to transfer in certain cases, and generally to make such provision as may be deemed expedient in regard to the regulation and management of the affairs of the Company.

4. To confer and impose upon the Company the powers, duties, and obligations of the Long Eaton Gas Order, 1880, or to repeal that Order, and to re-enact its provisions with or without modification in the intended Act.

5. To empower the Company to erect, lay down, provide, maintain, alter, improve, enlarge, extend, and renew or discontinue upon the lands hereinafter described, gasworks, relorts, gasometers, receivers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, burners, stop-cocks, machinery, and other works and apparatus and conveniences, and to do all such acts as they may think proper for making and storing gas, and for supplying gas for any purposes within the limits of the intended Act, and to make, store, and supply gas accordingly; and to manufacture, sell, provide, supply, and deal in coke, tar, pitch, asphaltum, ammoniacal oil, chemicals, and all other products or residuum of any materials employed in or resulting from the manufacture of gas; and to carry on the businesses usually carried on by gas companies, or which are or may be incident thereto or carried on therewith.

6. The lands hereinbefore referred to, upon which the construction and maintenance of gasworks and works for the manufacture and conversion of residual products are proposed to be authorised, are situate in the township of Long Eaton, in the county of Derby, and are as follows:—

Pieces of land, belonging to and in the occupation of the limited Company, comprising 2 acres 3 roods 1 chain 243 yards or thereabouts, being the whole of the enclosures numbered 183 and 188 respectively and parts of the enclosures numbered 182, 187, and 189 respectively on the $\frac{1}{2500}$ Ordnance map of the said township, published in 1885, and bounded on the north by the Nottingham-road, on the east by land belonging or reputed to belong to the Midland Railway Company, on the south partly by lands belonging or reputed to belong to James Jerram Pratt, partly by hereditaments belonging or reputed to belong to Thomas Alexander Drennan, and partly by Union-street, and on the west partly by hereditaments belonging or reputed to belong to Franklin Winlaw, partly by hereditaments belonging or reputed to belong to the trustees of the late Thomas Travell, partly by hereditaments belonging or reputed to belong to John Lowe, and partly by hereditaments belonging or reputed to belong to William Gaskell.

7. To empower the Company to purchase or acquire such additional lands and hereditaments as they may require for the purposes of their undertaking, and to sell, let, or dispose of any lands and hereditaments not required for the purposes aforesaid, and to empower the Company to erect, fit up, maintain, and let houses and buildings.

8. To empower the Company to provide, sell, and let on hire and fix gas engines, dynamos, motors, stoves, ranges, pipes, fittings, apparatus,

and appliances for lighting, heating, cooking, motive power, and all other purposes whatsoever, and to supply the same with gas, and to exclude the same from liability to distress or to be taken in execution or in proceedings in bankruptcy.

9. To authorise the Company to construct and maintain and use mains, pipes, culverts, drains, and other works, and for that purpose and for the general purposes of the intended Act, to cross, open, break up, divert, stop up, or otherwise interfere with streets (whether dedicated to the public use or not), roads, highways, railways, tramways, footways, lands, sewers, drains, pipes, and other works.

10. To make provision in regard to the supply and consumption of gas and in regard to matters incidental to the objects of the intended Act, including the following:—the price, pressure, quality, and testing of gas; the size and material of the pipes and fittings to be laid by the consumer; the use of anti-fluctuators; prepayment of gas rents in certain cases; the laying of pipes for ancillary purposes; the exemption of the Company from penalties in certain cases, and from liability to supply with gas any person in debt to them; the giving of notices by consumers of their intention to discontinue the supply of gas or to leave premises supplied with gas; the period for which allowances or surcharges shall be made in the event of meters being found to be defective.

11. To authorise the Company to supply gas in bulk, or otherwise, to any local authority, company, or person requiring a supply of gas for any purposes either within or beyond the limits of the intended Act.

12. To authorise the Company to acquire, hold, and use patent rights and licences thereunder.

13. To authorise the Company to levy and recover rates, rents, and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and other articles, apparatus, and things supplied and for work done by the Company, and generally to confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

14. To vary or extinguish all or any rights and privileges which would or might interfere with the purposes of the intended Act, and to confer other rights and privileges.

15. To incorporate with the intended Act all or some of the provisions of the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, the Companies Clauses Acts, 1845 to 1889, and the Lands Clauses Acts, and so far as may be necessary or expedient, to alter, amend, or extend all or some of the provisions of those Acts.

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 14th day of November, 1900.

DAVID WHITTINGHAM, Nottingham, Solicitor.
SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Stoke Newington Electric Lighting.

(Power to the North Metropolitan Electrical Power Distribution Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the Borough of

Stoke Newington, in the County of London; To construct Works; To lay down Wires and other Apparatus, and to break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the North Metropolitan Electrical Power Distribution Company, Limited, of Surrey House, Victoria-embankment, London, W.C. (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts, within the borough of Stoke Newington (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any County Council, Corporation, Commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and if thought fit to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets, and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric

Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts, or any Act amending the same, or incorporated therewith, are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise, or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places, in, over, or along, which it is proposed to take power to place any electric lines or other works, are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets, within a period of two years after the commencement of the order:—High-street (Stoke Newington), Manor-road, Lordship Park, Lordship-road from Fairholt-road to Church-street, Church-street.

The streets, roads, or places within the said area, not repairable by the local authority, which the Company propose to take power to break up, are as follows:—Eades-road (part of), Princess Mary-road, Woodberry Down (part of), Wordsworth-road.

The tramways, which the Company propose to take powers to break up, are as follows:—

The Tramways of the North Metropolitan Tramways Company.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same at the shop of J. R. Uffell, 113, Church-street, Stoke Newington, N., and at the office of Sydney Morse, of 37, Norfolk-street, Strand, London, W.C., Solicitor. Every local or other public authority, company, or person desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts" on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned, Sydney Morse.

Dated this 22nd day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named North Metropolitan Electrical Power Distribution Company, Limited.

Board of Trade.—Session 1901.

Neath Rural District Council Electric Lighting. (The Production, Storage, and Supply of Electricity by the Rural District Council of Neath within the Rural District of Neath.)

NOTICE is hereby given, that the Rural District Council of Neath (who are herein-after called the Council, and whose address is District Council Offices, Orchard-street, Neath) intend to apply to the Board of Trade on or before the 21st day of December next for a Provisional Order (hereinafter called the Order) under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899,

for all or some of the following amongst other purposes (that is to say):—

1. To authorize the Council to produce, store, supply, sell, and distribute electrical energy for public and private purposes as defined by the said Acts within the rural district of Neath (hereinafter called the area of supply).
2. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the Local Authority, and to apply such provisions to the undertaking to be authorized by the Order subject to such variations and exceptions as may be contained therein.
3. To prescribe the maximum price to be charged for the supply of electrical energy.
4. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.
5. To amend the provisions of section 36, subsection (3) of the South Wales Electrical Power Distribution Company Act, 1900, and to make the same apply to the Council as if they had been authorized distributors within the meaning of that Act at the date of the passing thereof, and in other respects to repeal, alter, or amend all or some of the provisions of that Act.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follow:—Main-road, Neath to Aberavon (from the boundary of the borough of Neath to Furnace-terrace), Pencaira-road, School-road, and Herbert-road, Melincrythan; Main-road Neath to Swansea (from Hope and Anchor Inn to Dynevor Station), Old-road (from Main Colliery Crossing to Coedmor), Stanley-road, Tabernacle-street, Queens-road, Miners-road, and Bethlehem-road (from junction of Burrows-road to Miners-road, Skewen); High-street, Market-place, Tyr Owen-row, Church-square, Michaelstone-terrace, Main-road, Church-square to Tymaan, Gower-street, Tymaan-street, and Pelley-street, Cwmavon; Station-road, Jerusalem-road, Company-street, Yeo-street, Cory-street, and Danyrhiv-road, Resolven.

The following are the streets not repairable by the Council, railways and tramways which the Council propose to take powers to break up:—Main road from Neath to Swansea (from Court Herbert to Bowens Arms, Llansamlet), main road from Neath to Pontardawe (from Coopers' Arms, Heol Peny-Wern to Pwll Bach, Bryncoch), main road from Neath to Aberdare (from Neath borough boundary near Neath and Brecon Railway Yard to Pontwalby Ridge, Glynneath), main road from Neath to Aberavon (from Ivy Bush, Melincrythan, to Pantyrhoel, and from Briton Ferry Urban District boundary, Traveller's Rest Inn, to Aberavon borough boundary); Glebeland-terrace and Beaconsfield-street, Cadoxton; Cardonnell-road, Bosworth-road, Compton-road, Park-street, Pcnybryn-road, Springfield-road, Cwrt-y-Clafdy-road, Grove-lane, Mooretown roads, and Winifred-road, Skewen; School-road, Herbert-road, Evans-road, Walters-road, Helens-road, Grove-lane, Morgans-road, Albert-terrace, Pen Furnace-row, and Ethel-road, Melincrythan; Stables-square, Lower-row, Cefndon-row, Market-place, Cross-row

Michaelstone-terrace, Somerset-place, Ebbw Vale-row, Merthyr-row, Tyisha-row, Victoria-terrace, Woodland-row, Miners-row, Colliers-row, Park-row, Copper-row, Engine-row, Tir Arthur-row, Tewgoed-row, Undeb-row, Ynisavon-row, Hazelwood-row, Gower-street, Pelly-s'reet, Tymbaen-street, and St. Davids-row, Cwmavon; Station-terrace, Standert-tetrace, Gethins row, Penybank, Brynbedd, and Brick-row, Seven Sisters; Front-row, Onllwyn; Station-road, Crynant; Railway-terrace, Cory-street, Yeo-street, Company-street, Lyons-row, a new street in course of construction from Station-road to west of Company-street, to be known as John-street, Resolven; Oddfellows-street, Bethania-street, Abernant-terrace, and White Hart-row, Glynneath; Railway terrace, Venallt-terrace, Cwmgwrach.

Railway Bridges.

Dynevor Station, Great Western Railway.
Ty Du Bridge, Great Western Railway.
Resolven Station Bridge.

Canal Bridges.

Aberdula's Lock, Tennant Canal.
Dynevor Wharf, Tennant Canal.
Briton Ferry Road, Tennant Canal.
Lamb and Flag, Glyn-Neath, Neath Canal

Navigation.

Resolven Bridge, Neath Canal Navigation.
Aberdulais Bridge, Neath Canal Navigation.
Eagle Tin Works, Neath Canal Navigation.
Pont-y-Lady, Neath Canal Navigation.

Great Western Railway.

The level crossings of the Great Western Railway at Neath Abbey Station, Dynevor Sidings, Penrhiwtyn, Eagle Tin Works, Melyncrythan, Clyne Tin Works.

Rhondda and Swansea Bay Railway.

At Cwmavon Station, Church-square, Tymbaen-street, Pelly-street, Gower-street, London-row.

Neath and Brecon Railway.

At Sunny Bank.

Main Colliery Company Limited Railway.
At Burrows-road and Main-road, Skewen.

Wright, Butlers Railway.

At Cwmavon Station, Cunard-row, Pwlllyglaw, Steel Works, Danycoed-row, Steel Works, Copper Works, Cwmavon Sidings.

Rio Tinto Copper Works Railway.

At Pwlllyglaw, Copper Works, Cunard-row.
Messrs. Copper Miners Tinplate Co. Railway.
At Tyr Owen-row, Express Steel Works, Market square.

Messrs. Byass and Co.'s Brick Works.

E. Evan Bevans Sidings at Seven Sisters.

Onllwyn Colliery Sidings, Onllwyn.

Crynant Colliery Sidings, Crynant.

Aberpergwm Colliery Railway, Glynneath.

The Neath Corporation Tramways and the tramways of Neath Abbey Iron Works, Main Colliery Company Limited, Joshua Williams and Company, Messrs. Daniel Bros., and Abernant Brick Company.

And notice is hereby given that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order, when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the offices of the Council (Orchard-street, Neath), at the residence of Edward Powell, Esq. (Coedmor, Skewen, in the rural district of Neath), and at the offices of the undermentioned Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a

specified time, and a copy of this advertisement as published in the London Gazette will be deposited, on or before the 30th day of November instant, for public inspection, at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff, in the said county, and at the Rural District Council's offices.

And notice is hereby lastly given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Solicitors or Parliamentary Agents.

Dated this 5th day of November, 1900.

CUTHBERTSON and POWELL, Neath, Solicitors for the Order.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Dorking Urban District Council Water.

(Transfer of Undertaking of Dorking Water Company to the Urban District Council of Dorking; Winding-up and Dissolution of Company; Maintenance and Improvement of existing Works; Supply of Water; further Provisions and Regulations as to Supply of Water; Rates and Charges; Borrowing of Money; Power to enter into Agreement with Dorking Rural District Council; Appointment of Joint Committee, &c.; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Urban District Council of the urban district of Dorking, in the county of Surrey (hereinafter referred to as "the Council"), for an Act for all or some of the following purposes and objects (that is to say):—

To authorise and empower the Council to purchase and acquire, and to provide for the transfer to and vesting in the Council, of the undertaking, works, lands, mains, pipes, easements, property (both real and personal), rights, powers, and authorities of the Dorking Water Company (hereinafter called "the Company") for such price or consideration and upon and subject to such terms, conditions, and stipulations as may be expressed in or provided by or under the provisions of the Bill, or as may be agreed upon between the Council and the Company, or as may be settled by arbitration, and to authorise or require the Company to sell and transfer their undertaking, property, and rights accordingly.

To confirm and carry into effect any agreement between the Company and the Council with reference to any such purchase and sale which may have been entered into prior to the passing of the intended Act.

To provide for the distribution of the purchase money and assets amongst the shareholders of the Company, and any other persons entitled or interested therein, and to provide for the redemption, cancellation, or extinction of all mortgages, debentures, ordinary and preference stock and shares of the Company, the employment of or compensation to officers and servants of the Company, and the winding up and dissolution of the Company.

To empower the Council to carry on the undertaking; and to maintain, alter, improve, and enlarge the existing waterworks of the Company, or some of them, and to authorise

the Council to supply water for public, domestic, trade, and other purposes within the Company's limit of supply, namely, within the parish of Dorking and Dorking Rural, in the county of Surrey, to empower the Council to supply water for domestic purposes by measure, and to enable them to sell or let for hire meters and fittings.

To authorise the Council, and any County Council, District Council, Parish Council or person to enter into and carry into effect contracts for the supply of water beyond the limits of supply, and to enable such Councils to lay down the necessary mains and pipes, to break up streets and highways, and to raise the necessary moneys.

To authorise the Council, for any of the purposes of their water undertaking, to purchase by agreement or take on lease and hold lands, houses, and buildings, and to sell, lease, or otherwise dispose of any lands, houses, or buildings for the time being belonging to them, and not required for the purposes of the undertaking, and in any such sale or disposal to reserve water and other rights.

To empower the Council to levy and recover rates, rents, and charges for the supply of water meters and fittings, and to increase, alter, or reduce the rates, rents, and charges authorised by the Company's Acts.

To confer upon the Council all or some of the powers contained in the Dorking Water Act, 1900, and to exempt the Council from the enactments limiting the profits of the undertaking.

To provide for the application of the revenue and profits arising from the water undertaking of the Council, and for meeting any deficiency in such revenue, and to provide for the formation and application of a reserve fund in respect of the said undertaking.

To make provision for defraying the expenses of carrying the intended Act into execution out of rates levied in the said district, or in such other manner as may be prescribed in the Bill, and to empower the Council, for the purposes of the intended Act, to levy rates and to exercise all or any of the provisions of the Public Health Acts.

To authorise the Council and the Rural District Council of Dorking to enter into agreements for the transfer to the said Rural District Council of such portion of the water undertaking as may be situate within that district.

To provide for the appointment and constitution of a joint committee consisting of members of the Urban District Council and of the Rural District Council, and to confer all such powers as may be necessary on such joint committee for the management of the water undertaking.

To authorise the Council to borrow money for the purposes of the intended Act upon the security of their water undertaking, or the revenue thereof, and upon the rates out of which the expenses of carrying the Act into execution are to be payable, and any other rates or property of the Council; and to empower the Council to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof, and to empower the Council to grant annuities chargeable upon the undertaking, rates, and property aforesaid, and to provide for the transfer and redemption of such annuities.

To vary, repeal, or extinguish all existing rights, powers, and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights, powers, and privileges.

To alter, amend, extend, enlarge, or repeal, or

re-enact, with or without amendment, all or some of the provisions of the Dorking Water Act, 1869; the Dorking Water Order, 1879; the Dorking Water Act, 1900; and all other Acts and Orders relating to the Company.

To incorporate and apply, with or without modification, or render inapplicable, all or some of the provisions of the following Acts:—The Public Health Acts; the Companies Clauses Consolidation Act, 1845; the Lands Clauses Acts; the Waterworks Clauses Acts, 1847 and 1863; the Local Loans Act, 1876; the Arbitration Act, 1889; and all Acts amending those Acts respectively.

Printed copies of 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 17th day of November, 1900.

GEORGE SCALES, Dorking, Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Electric Lighting Acts 1882 and 1888.

Rickmansworth Electric Lighting.

(Power to the North Metropolitan Electrical Power Distribution Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the Urban District of Rickmansworth, in the County of Hertford; to Construct Works; to Lay Down Wires and other apparatus, and to break up Streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given that application is intended to be made by the North Metropolitan Electrical Power Distribution Company, Limited, of Surrey House, Victoria Embankment, London, W.C. (hereinafter called "the Company") to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts within the Urban District of Rickmansworth, in the county of Hertford (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone and electric wires or conduits within the said area, and to lay down, set up, maintain, renew, or remove, either above or under ground or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances for the production, storage, transformation, and distribution of, and to

produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any County Council, Corporation, District Council, Commissioners, or other local or sanitary or road authority, and any railway or other Company on the other hand, to enter into, and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all, or any, of the other powers proposed to be conferred upon the Company, and to confirm, and give effect to any agreements which may have been, or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works and to the Company as Undertakers of the same and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts, or any Act amending the same or incorporated therewith, are or may be conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places in, over or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—Mill-end, from the Brewery to Uxbridge-road, Uxbridge-road, High-street, Park-road, north side of Fortune-common, Scott's-hill to Watford-road, Croxley-green, from Scott's-hill to New-road, New-road, Watford-road, Church-street, Batchworth.

The streets, roads or places within the said area not repairable by the local authority which the Undertakers propose to take power to break up are as follows:—Nightingale-road, Copthorne-road, Dickinson-square, Wharf-lane and Parsonage-road.

The railways which the Company propose to take powers to break up, pass or cross over or under are as follows:—Rickmansworth and Watford Branch of the London and North-Western Railway, Metropolitan Railway (Aylesbury extension).

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 21st day of December

next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the shop of Messrs. Brown and Son, Stationers, High-street, Rickmansworth, and at the office of Sydney Morse, of 37, Norfolk-street, Strand, London, W.C., Solicitor. Every local or other public authority, company or person, desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th of January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 19th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above named North Metropolitan Electrical Power Distribution Company, Limited.

Board of Trade.—Session 1901.

Frome Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Frome within their District and the Parish of Selwood, in the Frome Rural District; the Breaking up and Interference with Streets, Railways and Tramways; the Laying Down and Erection of Electric Lines, Wires, Posts and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts and other provisions).

NOTICE is hereby given that the Urban District Council of the urban district of Frome, in the county of Somerset (hereinafter called "the Council"), whose address is at the Council Offices, Frome, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes, as defined by the Electric Lighting Acts, within the whole of the urban district of Frome and the parish of Selwood, in the Frome rural district, in the county of Somerset aforesaid (hereinafter referred to as "the area of supply").

2. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the undertakers are the local authority, and to apply such provisions to the undertaking, to be authorised by the Order, subject to such variations and exceptions as may be contained therein.

3. To authorise the Council to break up the following streets:—

Roadway leading from Lock's-lane to and in front of Cliff's-buildings and Summer-hill; roadway at Garston-hill leading from Portway to and in front of Garston-terrace, Garston-road; roadway leading from Bath-street to the Public Baths; footway leading from Sheppard's Barton to the Public Baths; roadway leading from Portway to the Great Western Railway Passengers' Station; roadway leading from Wallbridge to the Great Western Railway Goods Sidings and the Retreat, Willow-vale, West-end, the Conigar, Cork-street, Waterloo, Merchants Barton, Landsdowne-place, Key-

ford-cottages, Moon's-yard, the Crown-yard and Keyford-gardens, Sunnyside, Redland-place and terrace, Chinnock's-buildings, Wiltshire's-buildings; roadway over bridge carrying North-parade over the Great Western Railway, Ley's-lane; roadway leading from Welchmill to the Vinegar Works, and roadway at Mount-pleasant.

4. The names of the streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—

Christchurch-street West, Christchurch-street East, Portway, Wallbridge, Catherine-street, Catherine-hill, Stony-street, the Market-place, the Lower Market-place, the Bridge, Cheap-street, Bath-street.

5. To prescribe and limit the price to be charged for the supply of electrical energy.

6. To confer upon the Council all or some of the power of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

And notice is hereby given that the draft of the Order will be deposited at the offices of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order, when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Council Offices, Frome, and at the office of the undermentioned Solicitor and Parliamentary Agents, respectively.

And notice is hereby further given, that a map, shewing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection, at the offices of the Clerk of the Peace for the county of Somerset, at his office at Frome, and at the Council Offices, Frome, and at the offices of the Frome Rural District Council, at Frome.

And notice is hereby further given, that every local or other authority, company or person, desirous of bringing before the Board of Trade any objection respecting this application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Solicitor, or Parliamentary Agents.

Dated this 22nd day of November, 1900.

H. E. AMES, Solicitor, Frome.

BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Wellingborough Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Wellingborough within their District.)

NOTICE is hereby given, that the Urban District Council of the Urban District of Wellingborough, in the county of Northampton (hereinafter called "the Council"), and whose address is at the Council Offices, Church-street, Wellingborough, intend to apply to the Board of Trade, on or before the 21st day of December

next for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes, that is to say:—

1. To authorize the Council to generate and supply electricity for all public purposes as defined by the Electric Lighting Acts within the whole of the Urban District of Wellingborough, in the county of Northampton aforesaid (hereinafter referred to as "the area of supply").

2. To authorize the Council to break up the following streets and tramways, viz.:—

(a) Streets: London-road, Sheep-street, Silver-street, High-street, East side of Broad Green, Harrowden-road, Northampton-road, Oxford-street, Market-square (Southern side), Market-street, Cambridge-street, Cannon-street, Finedon-road (all being main roads), Market-place, and bridge carrying Mill-road over the Midland Railway.

(b) Tramways: The tramways of the British Electric Traction Company Limited, authorized by the Wellingborough and District Tramroads Act, 1900.

3. The name of the street in which it is proposed that electric lines shall be laid down within a period to be specified by the Order is Cannon-street.

4. To prescribe the maximum price to be charged for the supply of electrical energy.

5. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

6. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, and to apply such provisions to the Undertaking to be authorized by the Order, subject to such variations and exceptions as may be contained therein.

And notice is hereby given that the draft of the Order will be deposited at the offices of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Council Offices, Wellingborough, and at the office of the undermentioned Solicitor and Parliamentary Agents respectively.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the street in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited, on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Northampton, at his office at Northampton, and at the Council Offices, Wellingborough.

And notice is hereby further given, that every local or other authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection

must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 14th day of November, 1900.

J. T. PARKER, Solicitor, Wellingborough.
BAKER, LEES, and CO., 54, Parliament-
street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1901.

Babbacombe Pier.
(Provisional Order).

(Application by Corporation of Torquay for transfer to Corporation of Pier at Babbacombe; Power to repair, &c., Pier; Dredging; Tolls, Rates, &c.; Provisions for Management and Regulation; Bye-laws; Borrowing of Money; Application of Funds; Leasing of Pier and Works; Incorporation of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made, on or before the 22nd of December next, to the Board of Trade by the Mayor, Aldermen, and Burgesses of the borough of Torquay (hereinafter referred to as "the Corporation"), for a Provisional Order (hereinafter referred to as "the Order"), pursuant to and in accordance with the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, for the following purposes, or some of them (that is to say):—

1. To transfer to, and vest in, or to provide for the transfer to and vesting in the Corporation of the existing pier at Babbacombe, in the parish of St. Mary Church, in the borough of Torquay, together with all property, rights, powers, privileges, and obligations of William Augustus Tollemache and Edward John Snelgrove, the present trustees of the said pier, under the indenture made the 27th day of April, 1889, between Robert Shedden Sulyarde Cary Richard Mallock Sampson Hanbury William Augustus Tollemache Edward John Snelgrove, and the Local Board for the District of St. Mary Church, and the indentures therein recited or otherwise affecting the said pier, and if and so far as may be necessary to indemnify the said William Augustus Tollemache and Edward John Snelgrove in respect of all acts done or to be done by them in connection with such transfer and vesting.

2. To empower the Corporation—

(a) To strengthen, repair and maintain the said pier, and to execute all necessary or proper works incidental thereto.

(b) To deepen, dredge and scour the bed and shore of the sea adjacent to the said pier and works, and to remove, utilise or dispose of any rock, sand, mud or other material dredged.

(c) To levy and take tolls, rates, and duties upon or in respect of the said pier in respect of all persons and vessels using the same; and animals, goods embarked or disembarked thereat, and from time to time to alter such tolls, rates, or duties, to confer exemptions from, and to compound and agree with any person or persons with respect to the payment of such tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges.

3. To provide for the management, use, regulation and protection of the said pier, and the regulation and control of vessels, persons, animals and goods using the same, and to empower the Corporation to make, vary, and rescind bye-laws and rules in that behalf, and to impose penalties for the breach or non-observance of any such bye-laws and rules, and

of any provisions of the Order, and to empower the Corporation to appoint and remove pier masters, toll takers, and other officers and servants, and to define the limits within which the powers of such pier masters, toll takers, officers, and servants, may be exercised.

4. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed, and interest thereon, upon tolls, rates, and revenue arising under the Order and upon the borough fund, borough rate, district fund and general district rate of the borough of Torquay, or upon any other funds, rates, or revenues of the Corporation, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the Order, and to provide for the disposal and application of the tolls, rates and revenue arising under the Order.

5. To empower the Corporation to lease the whole or any part of the said pier and works, or the tolls, rates, rents and duties to be levied or paid in respect thereof, and to authorise any company or other parties to take the same on lease.

6. If thought fit, to constitute the Corporation the harbour authority under the Order and in relation to the pier.

7. To incorporate with the Order, with or without amendment, all or some of the provisions of the Harbours, Docks, and Pier Clauses Act, 1847, the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act.

And notice is hereby also given, that, on or before the 30th day of November, 1900, a copy of this Notice will be deposited with the Clerk of the Peace for the County of Devon, at his office at Exeter, and at the Customs House at Teignmouth and at Torquay, and at the office of the Board of Trade, Whitehall-gardens, London.

On or before the 22nd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same at the offices of the undersigned.

Dated this 23rd day of November, 1900.

HOOPER and WOLLEN, Carlton-house,
Torquay, Solicitors for the Order.
FRED. S. HEX, Town Clerk, Torquay.
REES and FRERE, 5, Victoria-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Cannock Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Cannock Urban District Council within the Urban District of Cannock.)

NOTICE is hereby given, that the Cannock Urban District Council (who are hereinafter called the Council, and whose address is Church-street, Cannock), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called the Order) under the Electric Lighting Acts, 1862 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to produce, store, supply, sell, and distribute electrical energy for public and private purposes as defined by the said Acts within the urban district of Cannock (hereinafter called the area of supply).

2. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, and to apply such provisions

to the undertaking to be authorised by the Order, subject to such variations and exceptions as may be contained therein.

3. To prescribe the maximum price to be charged for the supply of electrical energy.

4. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time, are as follows:—

The Market-place, Cannock (from the junction of Mill-street and Walsall-road to the junction of Simm-lane and the Penkridge roads), and Church-street, from its junction with the Market-place to the Council Offices.

The following are the railways and private roads or streets which the Council propose to take powers to break up:—

- (1) Wimblebury-road, Hednesford:—Railway crossing, London and North Western Railway Company, and Birmingham Canal Navigation Company.
- (2) Cross Keys, Hednesford:—Railway crossing, London and North Western Railway Company, and Birmingham Canal Navigation Company.
- (3) Market-street, Hednesford:—Bridge over the London and North Western Railway Company's Railway.
- (4) Rugeley-road, Hednesford:—Bridge over the London and North Western Railway Company's Railway.
- (5) Road from Rawnsley to Cannock Wood:—Railway crossing, Cannock and Rugeley Colliery Company, Limited.
- (6) Road from Chase-terrace to Cannock Wood:—Railway crossing, Cannock Chase Colliery Company, Limited, and London and North Western Railway Company.
- (7) Road from Chase-terrace to Hazel Slade:—Railway crossing, Cannock and Rugeley Colliery Company, Limited, and London and North Western Railway Company.
- (8) Road from Five Ways, Heath Hayes, to Lichfield:—Railway crossing, Cannock Chase Colliery Company, Limited.
- (9) Road from Hednesford to Hazel Slade:—Railway crossing, London and North Western Railway Company, Limited, and Cannock and Rugeley Colliery Company, Limited.

Roads or Streets.

Bridgtown:—North-street, Church-street, New-street, East-street, Broad-street, Park-street, Cross-street, Union-street, Bridge-street.

Cannock:—John-street (otherwise St. John's-road), Caxton-buildings (road and gully), Walhouse-street, Spring-street, Railway-street, Hall Court-drive, Victoria-street, Queen-street, New Hall-street, Market Hall-street, Alport-road, Price-street, Stoney Lea (otherwise Stoneyfields).

Chadsmoor:—Broomhill streets and roads, James-street, and unnamed street, West Chadsmoor, Arthur-street, Cecil-street, Moreton-street, John-street, Church-street, Moss-street, Crab-lane.

Hightown:—Burgoyne-street, Bradford-street, Queen-street, Platt-street.

Green Heath and Pye Green:—Cross-street, Pye-green, Blewitt-street, Abbey-street,

Heath-street, Top Abbey-street, Ebenezer-street.

Hednesford:—High Mount, Mount-street, McGhie-street, Anglesey-street, Eskrett-street, Victoria-street, Prince Albert-street, Reservoir-road and streets opening therefrom, New-street, George-street, Pump-street.

Wimblebury and Littleworth:—Piggott-street, Arthur-street, Glover-street, King-street.

Five Ways, Heath Hayes:—Stafford-street, Cross-street, Bank-street, Chapel-street.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited and of the Order when made may be obtained (at the price of one shilling for each copy) at the offices of the Council and the undermentioned Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection at the office of the Clerk of the Peace for the county of Stafford, at Stafford in the said county, and at the Council Offices.

And notice is hereby lastly given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Solicitors or Parliamentary Agents.

Dated the 16th day of November, 1900.

C. A. LOXTON and NEWMAN, Walsall,
Solicitors for the Order.

SHARPE, PARKER, PRITCHARDS, BARHAM
and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1901.

Royal Exchange Assurance.

(Power to hold, &c., Land in the Colonies and Foreign Countries; Enlarging Powers of Corporation as to Holding Lands; Extending time for Sale of Lands; Power to Lend Money on Property situate out of the United Kingdom; Power to invest in British, Foreign, and Colonial Stocks; Extending Powers of Insurance; Abolition of the taking of Oaths by Governor, &c.; As to Election and Qualification of Governors and Directors and as to number of Directors; Governors to be elected by Directors; Reduction in Number requisite to form a Quorum; Alteration of Date of Meeting of Annual General Court; As to Declaration of Half-yearly Dividends; As to Transfer of Stock and Issue of Certificates; Power to Purchase or Amalgamate with other Companies and appoint Local Boards and Committees; Amendment of Provisions of Act 7 Geo. III, cap. 48; Amendment of Acts and Charters.)

NOTICE is hereby given, that the Royal Exchange Assurance (hereinafter called "the Corporation") intend to apply to Parliament in the ensuing session for an Act for all or some of the following purposes (that is to say):—

To authorise the Corporation to purchase and hold land in the Colonies and foreign countries.

To enlarge and extend the powers of the Corporation of holding messuages and lands in the United Kingdom.

To extend the time, or abolish the limitation of time, for the sale by the Corporation of any lands, estates, or property of which they may become owners by the foreclosure of mortgages.

To authorise the Corporation to lend money on mortgage of lands and property situate out of the United Kingdom.

To extend the objects and powers of the Corporation so as to authorise and empower the Corporation to undertake and transact Marine, Fire, and Life Assurance business in all and every of the branches of such businesses as at present carried on by the Corporation and any future development of such respective businesses, and all other kinds of insurance business, and to grant insurances and contracts of indemnity against injury or damage to or loss to property or person of every kind whether caused by or resulting from lightning, hail, tempests, earthquakes, explosions, inundations, or other accident, or by theft or burglary, or in transit by land or sea, or fidelity guarantee, or any loss arising upon the happening of any event, whether such loss be direct or indirect, and to undertake and transact any other business whether of a similar character to that at present carried on by the Corporation or not, and to lend money on mortgage or bottomry.

To authorise the Corporation to undertake and transact trustee and executorship business.

To alter and amend the Charter of the Corporation and the existing Standing Orders, regulations, and bye-laws of the Corporation, and to enact other provisions in lieu thereof, and particularly to enable the Court of Directors alone to make standing orders, regulations, and bye-laws; to provide that the Corporation shall have a lien on the stock belonging to any debtor of the Corporation in certain cases; to authorise the Corporation to purchase and hold or cancel and annul its own stock or other capital; to authorise the Corporation to refuse to register any transfer; to alter the existing voting powers of the stockholders; to provide for the payment of interim dividends.

To authorise the Corporation to invest money in any British, colonial, or foreign stocks or securities.

To enlarge the powers of investment of the Corporation, and to confer further powers on the Corporation with reference to the investment, loan, or advancement of money.

To provide for the abolition of the taking of oaths by the governors, directors, and officers, agents, and servants of the Corporation.

To make other provisions as to election of governors and directors.

To enable the Corporation to vary the number of directors; to appoint committees of the directors, whose resolutions are to be subject to confirmation by the Court of Directors.

To vest the election of governors of the Corporation in the Court of Directors, and to provide that the Court of Directors may fill up casual vacancies in the Court of Directors until the next triennial election.

To make other provisions as to the election of governors and directors and mode of voting, and to give the chairman at General Courts and Courts of Directors a casting vote.

To reduce the number required to form a quorum of the Court of Directors.

To alter the number and date of meeting of annual general courts.

To enable the Corporation to declare dividends payable half-yearly.

To make provisions for a change in the mode of transferring stock, and to provide for the issue of certificates of stock of the Corporation if the Court of Directors at any time consider it advisable to make the change.

To empower the Corporation to purchase or take over or to amalgamate with and to carry on the business of any company or society, and to appoint in any place in the United Kingdom, or in any colony or dependency of the United Kingdom, or in any foreign country, local boards or committees, and to define the powers, duties, and remuneration of, and to appoint and remove members of such boards or committees, and to revoke the appointment of any such board or committee, and to appoint, dissolve, and re-appoint sub-committees.

So far as may be necessary for the purposes aforesaid or for any of the purposes of the Bill, to repeal, alter, or amend all or any of the provisions of the Act 7 Geo. III, cap. 48.

To alter and amend the provisions of the several local and personal Acts following relating to the Corporation, and also the Charters therein recited (that is to say):—36 Geo. III, cap. 26; 41 Geo. III, cap. 57; 6 Geo. IV, cap. 37; 17 and 18 Vic., cap. 11; and 34 and 35 Vic., cap. 16.

On or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 20th day of November, 1900.

RICKARDS and NIGHTINGALE, 2, Crown-court, Old Broad-street, London, Solicitors for the Bill.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Pontypridd Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Urban District Council of Pontypridd within the Urban District of Pontypridd.)

NOTICE is hereby given, that the Urban District Council of Pontypridd (who are hereinafter called the Council and whose address is the District Council Offices, Taff-street, Pontypridd) intend to apply to the Board of Trade on or before the 21st day of December next, for a Provisional Order (hereinafter called the Order), under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to produce, store, supply, sell and distribute electrical energy for public and private purposes as defined by the said Acts within the urban district of Pontypridd (hereinafter called the area of supply).

2. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, and to apply such provisions to the undertaking to be authorised by the Order subject to such variations and exceptions as may be contained therein.

3. To prescribe the maximum price to be charged for the supply of electrical energy.

4. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882

and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

5. To amend the provisions of Section 36 Sub-section (3) of the South Wales Electrical Power Distribution Company Act, 1900, and to make the same apply to the Council as if they had been authorised distributors within the meaning of that Act at the date of the passing thereof and in other respects to repeal alter or amend all or some of the provisions of that Act.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—High-street, Taff-street, Market-street, Berw-road, and Bridge-street (from Taff-street to the Trallwn Canal Bridge).

The following are the streets not repairable by the Council railways and tramways which the Council propose to take powers to break up:—Fountain-street, Hafod; Jenkin-street, Hopkinstown; Barry-terrace, Pwllgwaun; road from Barry-terrace to Hopkinstown-road; Sheppard-street (from Cross-street to tramroad); Morgan-street, Seaton-street, Seaton-place, Phillip-street, Maritime-street, Maritime-terrace, Pencoedcae-road, Albert-road (from the Barry Railway Bridge to Llantrisant-road), Graig-street, Graig-terrace, Lewis-street, Graig; Tower-street, Long-row, Treforest; Ebenezer-street, Chapel-street, Slaughterhouse-street, Rhydfelen-lane, Rhydfelen; Gwernygerwn-road, Gwernygerwn; Surgery-road, Gas-road, Glyntaff; Thurston-road, the Parade, West-street (from North-street to the Parade), Dewi-street, Bonvilston-road, Crossways-street, Ralph-street, Dorothy-street, Trallwn; Davies-street (from Alpha-place to Church-road), Alpha-place, Bonvilston-terrace, road leading from Coedpenmaen-road to Davies-street; three cross streets leading from Coedpenmaen-road to the Glamorganshire Canal, Llanover-road, road leading from Merthyr-road to the Glamorganshire Canal, Griffiths-terrace, road leading from the Avenue to Merthyr-road, road leading from Merthyr-road to Griffiths-terrace, Coedpenmaen; Evan-street, Pontshonnorton; road leading from Cilfynydd-road to Old Quarry; Bodwenarth-road, Ann-street, Wood-street, road leading from Cilfynydd-road to Howell-street, Howell-street, two cross roads leading from Berw-road to the Taff Vale Railway; Pantygrraigwen-road, Glyntaff Bridge, the Glamorganshire Canal Bridge, Cilfynydd; the Glamorganshire Canal Bridges known as Trallwn Bridge, Coedpenmaen Bridge, and Pontshonnorton Bridge, Cilfynydd-road, Pontshonnorton-road, Merthyr-road, Pentrebach-road, Cardiff-road, Rhydfelen-road, Upper Boat-road, High-street (Taff Vale Railway Bridge to Graig-street), Llantrissant-road. The tramways of Messrs. Thomas Tramway Company, and the Rhondda Valley Tramways (British Electric Traction Company).

And notice is hereby given, that the draft of the Order will be deposited at the Office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited and of the Order when made may be obtained (at the price of one shilling for each copy) at the offices of the undermentioned Clerk and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply and the streets in which it is proposed

that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November next for public inspection at the office of the Clerk of the Peace for the county of Glamorgan at Cardiff in the said county, and at the Urban District Council's offices in the Urban District of Pontypridd.

And notice is hereby lastly given, that every local or other public authority, Company, or person desirous of bringing before the Board of Trade, any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Clerk or Parliamentary Agents.

Dated the 15th day of November, 1900.

C. SYDNEY WATSON, Clerk to the Council, Pontypridd.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

Light Railway Commissioners.—November 1900.

Worcester (Extension) Light Railways.

NOTICE is hereby given that application is intended to be made in the month of November 1900 to the Light Railways Commissioners by the Worcester Tramways Limited of Donington House, Norfolk-street, Strand, for an Order under the Light Railways Act 1896 authorising Light Railways in the City and County of the City of Worcester and in the Parish of St. John in Bedwardine (County) in the Rural District of Martley and in the Parish of Powick in the Rural District of Upton-on-Severn in the County of Worcester.

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

A railway (No. 1) situate wholly in the city and county of the city of Worcester commencing by a junction with the existing tramway of the Company in Lowesmoor at the junction of that road with Lowesmoor-terrace passing thence along Lowesmoor-terrace Rainbow-hill and Astwood-road and terminating in the last-mentioned road at its junction with Brickfield's-road.

A railway (No. 1A) situate wholly in the said city and county of the city of Worcester commencing in Lowesmoor-terrace by a junction with Railway No. 1 at a point 85 yards or thereabouts from its commencement as above described and terminating by a junction with the existing tramway of the Company in Lowesmoor-place 24 yards west of the junction of that road with Padmore-street.

A railway (No. 2) situate wholly in the said city and county of the city of Worcester commencing in St. John's by a junction with the existing tramway of the Company at a point 20 yards west of its junction with Henwick-road passing thence through the Bull Ring into and along Henwick-road and terminating in the last-mentioned road at a point 10 yards or thereabouts south of the railway of the Great Western Railway Company where the same crosses the said road.

A railway (No. 3) situate wholly in the city and county of the city of Worcester commencing in St. John's by a junction with the existing tramway of the Company at a point 40 yards or thereabouts north of

Powels-row passing thence along the Malvern-road and terminating in that road at the city boundary.

A railway (No. 4) situate wholly in the parish of St. John in Bedwardine in the rural district of Martley commencing by a junction with Railway No. 3 at its termination as above described passing along the Malvern-road and terminating therein at the junction of the said road with the Old Main-road leading to the electricity works of the Corporation of Worcester.

A railway (No. 4A) situate wholly in the said parish of St. John in Bedwardine in the rural district of Martley by a junction with Railway No. 4 at its termination as above described passing along the Old Main-road into and terminating in the yard of the electricity works of the Worcester Corporation at a point 34 yards from the gate thereof.

A railway (No. 5) commencing in the said parish of St. John in Bedwardine in the rural district of Martley by a junction with Railway No. 4 at its termination as above described passing along the Malvern-road and terminating therein in the parish of Powick in the rural district of Upton on Severn at a point opposite the south-east corner of the Coventry Arms.

A railway (No. 6) situate wholly in the said parish of Powick commencing by a junction with Railway No. 5 at its termination as above described passing along the Malvern-road and terminating therein at the junction thereof with Asylum-lane.

The land proposed to be taken for the construction of the railways (widening of streets) consists of a strip of land 20 feet wide fronting on the Malvern-road in the parish of St. John in Bedwardine in the rural district of Martley and extending for a distance of 385 feet to the north of the northern end of Cleeve House.

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 (except for widening as above-mentioned) 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.

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 day of November instant at the offices of Messrs. F. and H. Corbett Avenue House The Cross Worcester 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 of Messrs. F. and H. Corbett at Worcester and at the offices of Mr. Sydney Morse 37 Norfolk-street Strand London W.C. 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 and sent to the Secretary Light Railway Commission 54 Parliament Street London S.W. as soon after the 30th day of November as possible

No. 27251.

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and at the same time a copy of such objections must be sent to the Promoters or their Solicitors or Parliamentary Agent.

Dated this 20th day of November, 1900.

For the Worcester Tramways Limited
(the Promoters of the Undertaking).
F. and H. CORBETT, Avenue House, The
Cross, Worcester, Solicitors.
SYDNEY MORSE, 37, Norfolk-street, Strand,
W.C., Parliamentary Agent.

Board of Trade.—Session 1901.

Todmorden Electric Lighting.

(The Production, Storage, and Supply of Electricity by the Mayor, Aldermen, and Burgesses of the Borough of Todmorden, within the Borough of Todmorden.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Todmorden (who are hereinafter called the Corporation, and whose address is the Town Hall, Todmorden), intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called the Order) under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorize the Corporation to produce, store, supply, sell, and distribute electrical energy for public and private purposes, as defined by the said Acts, within the borough of Todmorden (hereinafter called the area of supply).

2. To incorporate with the Order such of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the Local Authority, and to apply such provisions to the Undertaking to be authorized by the Order, subject to such variations and exceptions as may be contained therein.

3. To prescribe the maximum price to be charged for the supply of electrical energy.

4. To confer upon the Corporation all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—Halifax-road, otherwise York-street and Roomfield-lane (from the Town Hall to the bridge over the River Calder called Stansfield Bridge); Burnley-road (from the Town Hall to West-street, near Blind-lane); Rochdale-road, otherwise Church-street, Pavement, Cheapside, and Crescent (from the Town Hall to the north-easterly corner of the Borough Technical School at Waterside).

The following are the streets not repairable by the Corporation which the Corporation propose to take powers to break up:—Bridge-street, Water-street, Bond-street, and Dale-street (from Bond-street to Water-street).

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade, on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy), at the offices of the under-mentioned Town Clerk and Parliamentary Agents.

And notice is hereby further given, that a map

showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection at the office of the Clerk of the Peace for the West Riding of the county of York, at Wakefield, in the said county, and at the Town Clerk's office in the borough of Todmorden.

And notice is hereby lastly given, that every local or other public authority, Company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Town Clerk or Parliamentary Agents.

Dated the 15th day of November, 1900.

DAN. SUTCLIFFE, Town Clerk, Todmorden.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1901.

Newbury Electric Lighting.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1888, for a Provisional Order to authorise the Urban Electric Supply Company (Limited) to supply Electricity for Public and Private Purposes within the Borough of Newbury; Power to construct Works; to acquire Lands; to make Charges; to make Arrangements with Local Authorities; to open Streets and lay Electric Lines; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December next by the Urban Electric Supply Company (Limited), whose registered office and address are at Broad Sanctuary-chambers, in the city of Westminster (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1888, for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers for such period as may be prescribed to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the borough of Newbury (hereinafter called "the area of supply"). It is proposed that the electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets, that is to say:—Northbrook-street, Bartholomew-street, Speenhamland, Cheap-street, Market-place, Bridge-street.

The Undertakers propose to take powers to break up the following streets or roads within the area of supply which are not repairable by the local authority:—St. Mary's-road, Craven-street, Bear-lane, Porchester-road, Chesterfield-road, Jubilee-road, Stanley-road, Livingstone-road, Railway-road, north and south roads to railway station, railway bridges over Bartholomew-street, Cheap-street, Boundary-road, and Rockingham-road, bridges over the Kennet and Avon Canal.

2. To authorise the Undertakers to purchase, hold, or acquire, or take on lease any lands or easements in lands for the purposes of the said

Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, renew, alter, and maintain on land belonging to or leased by the Undertakers within the area of supply, such central and other stations, buildings, and works for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other purposes of the Order, together with the engines, machinery, and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity n, through, under, over, along, or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages, and places within the said area of supply.

4. To authorise the Undertakers to open and break up, for the purposes of the said Order, the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, relay, divert, and alter sewers, drains, mains, and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, company, or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To empower the Undertakers to make charges and levy rates and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

8. To confer upon the Undertakers and incorporate in the Order, all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, to incorporate in the Order all or some of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the London Gazette, will be deposited, on or before the 30th day of November next, for public inspection at the office of the Clerk of the Peace for the county of Berks, at his office at Reading, in the said county, and at the office of the Town Clerk to the borough of Newbury.

On and after the 21st day of December next, printed copies of the draft Order as applied for may be obtained (at the price of one shilling for each copy) at 34, Northbrook-street, Newbury, and also at the offices of the undermentioned Agents, and if and when the Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

And notice is hereby further given, that every

local or public authority, company, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting this application, may do so by letter, addressed to the Board of Trade, and marked on the outside of the cover enclosing it, "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned Agents.

Dated this 21st day of November, 1900.

CLARKSON, GREENWELLS and Co., 36, Lime-street, London, E.C., Solicitors and Agents for the Order.

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Warwick Electric Lighting.

(Power to the British Electric Traction Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy and Power within the Borough of Warwick in the County of Warwick; to Construct Works; to lay down Wires and other Apparatus, and to break up Streets therein; Agreements with and Powers to Local Authorities; Special Power of Transfer: Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the British Electric Traction Company, Limited, of Donington-House, Norfolk-street, Strand, London, W.C. (hereinafter called "the Company") to the Board of Trade on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts within the borough of Warwick in the county of Warwick (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads, and places, ways, footpaths, railways, tramways, canals, rivers, towing paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, and maintain, renew or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power, and energy for the several private and public purposes aforesaid, within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed Undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all storehouses, engines, machinery, apparatus, works and appliances for the production, storage, transformation, and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other matters or things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, district council, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil

agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, and public footpaths, and other places and things as aforesaid, and otherwise with respect to the objects of the Order, and, if thought fit, to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been, or may be, made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed Undertaking and works, and to the Company as Undertakers of the same, and with or without variation, all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated therewith, and to confer upon the Company all or some of the powers within the area of supply, which by the said Acts or any Act amending the same, or incorporated therewith, are, or may be, conferred upon Undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

To empower the Company to transfer the Undertaking to any company approved by the Board of Trade.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:—Emscote-road, Coten-end, St. John's Smith-street, Jury-street, High-street, West-street.

The streets, roads, or places within the said area not repairable by the local authority, which the Undertakers propose to take power to break up are as follows:—Packmore-street, Vine-lane, Foundry-lane, Lower Cape, and Charles-street.

The railways and tramways which the Company propose to take powers to break up, pass, or cross over or under are as follows:—The tramways of the Leamington and Warwick Tramways and Omnibus Company, Limited:

The railway of the Great Western Railway Company.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished, at the price of one shilling for each copy, to all persons applying for the same at the Office of the Warwick and Warwickshire Advertiser and Leamington Gazette, High-street, Warwick, and at the Office of Sydney Morse, of 37, Norfolk-street, Strand, London, W.C., Solicitor. Every local or other public authority, company, or person, desirous of making any representation to the Board of Trade, or of bringing before them

any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th January, 1901. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named British Electric Traction Company, Limited.

Board of Trade.—Session 1901.

Worsley Electric Supply.

(The Production, Storage, and Supply of Electricity for Lighting and other purposes by the Urban District Council of Worsley within their District.)

NOTICE is hereby given, that the Urban District Council of Worsley (who are hereinafter called "the Council," and whose address is Hilton-lane, Walkden) intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to generate, produce, store, supply, sell, and distribute electric energy for lighting, heat power, and all other public and private purposes, as defined by the said Acts, within the Urban District of Worsley (hereinafter called the "area of supply").

2. To incorporate with the Order such of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, as are applicable to cases in which the Undertakers are the local authority, and to apply such provisions to the Undertaking to be authorised by the Order, subject to such variations and exceptions as may be contained therein. To enable the Council to acquire by agreement, or take on lease and hold lands and property, or interests or easements in or over lands, and to appropriate for the purpose of the Order any lands belonging to or held by them, and to construct and maintain upon such lands or property stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances which the Council may consider necessary.

3. To prescribe the maximum price to be charged for the supply of electrical energy.

4. To empower the Council to transfer to any corporation, company, or person all or some of their powers, duties, liabilities, and works for such period, and upon such terms and conditions as may be agreed upon.

5. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are as follows:—

Bolton-road, from the boundary of the Urban District of Worsley and the Urban District of Little Hulton on that road, to the junction thereof with Manchester-road.

Manchester-road, from the boundary of the Urban District of Worsley and the Urban District of Little Hulton on that road, to the point where the Colliery Railway belonging

to the Trustees of the late Duke of Bridgewater crosses the said road.

Walkden-road, from the junction of that road with Manchester-road to Bonnet Hall.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained at the price of One Shilling for each copy at the offices of the Council and the undermentioned Solicitors and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette will be deposited, on or before the 30th day of November next, for public inspection at the office of the Clerk of the Peace for the County of Lancaster at Preston, in the said county, and at the offices of the Council at Walkden.

And notice is hereby lastly given, that every local or other public authority, company, or person desirous of bringing before the Board of Trade, any objection respecting the application must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undermentioned Solicitors or Parliamentary Agents.

Dated the 10th day of November, 1900.

J. PHETHEAN MONKS & Co., Solicitors,
Bolton

BAKER LEES & Co., 54, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade—Session 1901.

Bearsted Water.

(Application to the Board of Trade, under the Gas and Waterworks Facilities Act, 1870, for a Provisional Order authorising the Construction of Waterworks and supply to the Parishes of Bearsted, Hollingbourn, Thurnham and Leeds, in the County of Kent, and powers incidental thereto; Powers to Levy Rates, Break up Roads; Capital, &c.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a Provisional Order, to be confirmed by Parliament next Session, pursuant to the powers of the Gas and Waterworks Facilities Act, 1870, for the following purposes or some of them (that is to say):—

1. To empower the undertakers or undertaker to be named in the intended Order, or a Company formed for the purpose, to make, maintain, continue, enlarge, and from time to time renew, the following Waterworks in the County of Kent (that is to say):—

A pumping station and springs situate in the Parish of Bearsted, in an enclosure numbered 63 on the 1/2500 ordnance map for that parish, and belonging or reputed to belong to Walter Thomas Fremlin, Esq.

Two service reservoirs to be situate in fields in the Parish of Bearsted, belonging to the said Walter Thomas Fremlin, and numbered respectively 126 and 128 on the 1/2500 ordnance map of that parish.

A conduit or line of pipes commencing at the pumping station hereinbefore described, and terminating in the reservoirs hereinbefore described.

Together with all conduits, mains, connections, branch mains, filters, water towers, machinery, and pipes, meters, valves, hydrants, washouts, street boxes, and every appliance whatsoever for conveying water from the works and distributing the same throughout the said parishes.

2. To empower the undertakers or undertaker to collect, impound, take, use, divert, and appropriate for the purposes of this Order, all such works, streams, springs, and waters, as can or may be interrupted, or taken by the intended works, or as may be found in, on, or under any of the lands for the time being of the undertakers or undertaker or over or in respect of which they or he may acquire easements.

3. To enable the undertakers or Company to acquire by agreement, and to hold lands, easements, water, and property for the purposes of the Order and their undertaking.

4. To authorise the supply of water by the undertakers or Company within the parishes of Bearsted, Hollingbourn, Thurnham and Leeds, in the County of Kent.

5. To confer on the undertakers or Company powers for the sale and supply of water for domestic and other purposes, and all necessary powers and authorities in reference to, or in connection with, the supply of water, and to empower them to lay down, construct, use, and maintain within the limits of the Order, or any part thereof, such mains, pipes, culverts, tanks, service reservoirs, apparatus, machinery appliances, and conveniences as may be necessary or convenient for the purposes of the Order.

6. To empower the undertakers or Company to break up, open, and interfere with streets, sewers, pipes and drains, so far as may be necessary for the purposes of constructing and maintaining the said works, mains and pipes, and to make and collect charges and rates in respect of water supplied from persons taking such supply from the undertakers or Company.

7. To fix and define the capital and borrowing powers of the Company, and to provide for the increase of the capital.

8. To confer all such further and other powers as may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them or any purposes incidental thereto.

The intended Order will or may incorporate with or without modification, some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, and the Land Clauses Acts and the Waterworks Clauses Acts, 1847 and 1863, and confer on the undertakers or Company all necessary powers for the purposes aforesaid, and vary or extinguish all rights and privileges which would impede or interfere with such purposes, and confer other rights and privileges.

And Notice is hereby given, that a copy of this advertisement as published in the London Gazette, together with a plan of the intended works and a map showing the boundaries of the proposed limits of supply, and the situation of the proposed works will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December next, and on and after that date copies can be obtained from the offices of Messrs. William Webb and Co., 37 and

39, Essex-street, Strand, London, Solicitors and Parliamentary Agents, at the price of one shilling per copy, and if and when the said Order is made by the Board of Trade, printed copies of the Order will be deposited for public inspection with the said Clerk of the Peace at his said office, and may also be obtained on application at the offices of Messrs. William Webb and Co., aforesaid.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before that Board any objection respecting the application, may do so by letter addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January, 1901, and copies of such representations or objections must at the same time be sent to the undersigned Parliamentary Agents, and in forwarding such representations or objections to the Board of Trade, the objectors or their agents should state that a copy of the same has been forwarded accordingly.

Dated this 21st day of November, 1900.

WILLIAM WEBB & Co., 37 & 39, Essex-street, Strand, London, Solicitors and Parliamentary Agents.

In Parliament.—Session 1901.

Easton and Church Hope Railway.

(Provision as to Repair; &c., of Admiralty Railway in the Island of Portland and Power to Company with respect thereto; Monies expended thereon to be a First Charge, &c.; Arbitration; Repeal of Section 39 of the Easton and Church Hope Railway Act, 1887; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Easton and Church Hope Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

To empower the Company, on such terms and conditions as may be prescribed by the Bill, or, in default of agreement, as may be settled by arbitration, to repair, alter, improve, equip, and maintain, for the purposes of traffic of every description—

So much of the Railway (commonly known as the Admiralty Railway) connecting Her Majesty's Breakwater and Landing and Coaling Places in the Island of Portland and County of Dorset with the Weymouth and Portland Railway as lies between the point of junction of the Company's Railway with the Admiralty Railway and the termination of that Railway at its point of junction with the Weymouth and Portland Railway near the bridge carrying the public road over the said Weymouth and Portland Railway at Castleton, together with all stations, sidings, junctions, and conveniences connected therewith, and to fit and adapt the same to the conveyance and accommodation of passengers as well as goods, animal and mineral traffic from and to the Railways of the Company, and to do all necessary works in that behalf, and to apply their funds and revenues to such purposes or any of them. To make provision for the payment of the expenses incurred by the Company in such repair, alteration, improvement, equipment, and maintenance or other works by the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland for and on behalf of Her Majesty, her heirs and successors (hereinafter called "The Commissioners"), together with interest thereon at the rate of five pounds per centum per annum, and

if thought fit, to empower the Company to require the Commissioners to execute and maintain the Works necessary for the purposes aforesaid, and in default thereof to authorise the Company to execute the same and to enable the Company for any of those purposes to use and exercise all the powers, rights, and privileges of the Commissioners in that behalf, and the Bill will provide and declare that if such portion of Railway and Works are repaired, altered, improved, equipped, and maintained as aforesaid by the Company, that all moneys expended by the Company in respect thereof, together with the interest thereon, as aforesaid, shall be a first charge thereon until such time as the same shall be paid and discharged by the Commissioners, and to authorise agreements between the Company and the Commissioners with reference to the matters aforesaid, and to confirm and give effect to any such agreement.

To alter, amend, extend, and, if need be, repeal, Section 39 of the Easton and Church Hope Railway Act, 1887.

To amend or repeal, as far as may be necessary or expedient for the purposes of the Bill, the provisions, or some of the provisions, of the Easton and Church Hope Railway Act, 1867, the Easton and Church Hope Railway (Portland Extension) Act, 1884, the Easton and Church Hope Railway Act, 1887, and all other Acts relating to or affecting the Company, and the South-Western Railway Act, 1875, and all other Acts relating to or affecting the London and South-Western Railway Company.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

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 16th day of November, 1900.

ROBERTS and Co., 6, Queen Anne's-gate, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1901.

Isle of Thanet (Rural) Electric Lighting. (The Production, Storage, and Supply of Electricity by the Isle of Thanet Electric Tramways and Lighting Company Limited; the Acquisition and Appropriation of Lands and Construction of Works; the Breaking Up and Interference with Streets, Railways, and Tramways; the Laying Down and Erection of Electric Lines, Wires, Posts, and Apparatus; the Taking and Recovery of Rates and Charges; Incorporation of Acts and other Provisions.)

NOTICE is hereby given, that the Isle of Thanet Electric Tramways and Lighting Company Limited (hereinafter called "the Company"), and whose address is at 74, Cheapside, in the city of London, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorize the Company to generate and supply electricity for public and private purposes, as defined by the Electric Lighting Acts, within the Isle of Thanet Rural District and the parishes of Garling, Northdown, and St. Peter Extra, all in the county of Kent (hereinafter referred to as "the area of supply").

2. To enable the Company to acquire by agreement or take on lease, and hold, lands and premises, or interests, or easements in or over lands, and to appropriate for the purposes of the Order

any lands belonging to or held by them, and to construct and maintain upon such lands all necessary stations and works for the generation and supply of electricity, together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Company to sell or dispose of any lands not required for the purposes of the Undertaking.

3. To authorize the Company to break up the following streets not repairable by the local authorities, viz.:—

Parish of Garlinge.—Dan-de-lion-road, Bird's-avenue, New-road (north of Crow Hill-road), Forge-road, Lorne-road, footpath leading from Garlinge-street to the Margate borough boundary, footpath leading from Crow Hill-road to the Margate borough boundary, Mutrix Cottages-road.

Parish of Northdown.—New roads belonging to the Isle of Thanet Electric Tramways and Lighting Company Limited.

Parish of St. Peter Extra.—New roads belonging to the Isle of Thanet Electric Tramways and Lighting Company Limited.

All within the Isle of Thanet Rural District.

4. The names of the streets through which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—

Parish of Garlinge.—Canterbury Main-road, from Streete-hill to and passing the Hussar Inn, to the Margate borough boundary.

Parish of Northdown.—Lower Northdown-road, from Margate borough boundary to the Wheatsheaf Inn. Private road belonging to the Isle of Thanet Electric Tramways and Lighting Company Limited, from the Wheatsheaf Inn to the Northdown-road, opposite Whitfield Tower.

Parish of St. Peter Extra.—Northdown-road, from St. Peter's Railway Bridge to junction of Isle of Thanet Electric Tramways and Lighting Company's, Limited, private road near the Whitfield Tower.

To authorize the Undertakers to open and break up and cross with their electric lines and works the following railways, light railways, or tramways, viz., South Eastern and London, Chatham and Dover Railways.

5. To authorize the Company to take, collect, and recover rates, rents, and charges for the supply of electricity, and the use of any machine, lamps, meters, fittings, or apparatus connected therewith, and to prescribe and limit the price to be charged for electricity.

6. To authorize the Company to enter into contracts with companies or persons for the execution and maintenance of works and the supply of electricity, and to relieve the Company from the consequences of any acts or defaults of any such contractors, and to empower the Company to transfer to companies or persons all or some of their powers, duties, liabilities, and works for such period and upon such terms and conditions as may be agreed upon between the parties subject to the approval of the Board of Trade.

7. To confer upon the Company all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

8. To incorporate with the Order the provisions contained in the schedule to the Electric Lighting Clauses Act, 1899.

And notice is hereby given, that the draft of the Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy) at the Isle of Thanet Electric Tramways and Lighting Company's, Limited, Generating Station, St. Peter's, near Broadstairs, and at the offices of the undermentioned Solicitors and Parliamentary Agents.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time; and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection at the offices of the Clerk of the Peace for the county of Kent, at his office at Maidstone, and at the office of the Clerk of the Isle of Thanet Rural District Council, at Minster.

And notice is hereby further given, that every local or other authority, company or person, desirous of bringing before the Board of Trade any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, "Electric Lighting Act," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Solicitors and Parliamentary Agents.

Dated this 15th day of November, 1900.

WILLIAM WEBB and COMPANY, 37 and
39, Essex-street, Strand, London, Soli-
citors and Parliamentary Agents.

In Parliament.—Session 1901.

Gateshead and District Tramways.

(Additional Capital Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Gateshead and District Tramways Company for leave to bring in a Bill to authorise and empower the said Company to raise further capital by the creation and issue of shares or stock, with or without a preference or priority of dividend attached thereto, and by borrowing on mortgage or bond, and, so far as may be necessary for that purpose, to amend the Gateshead and District Tramways Acts, 1880, 1882, and 1899.

Printed copies of the proposed Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand,
W.C.; Solicitor for the Bill;

DIXON & Co., 9, Great George-street,
Westminster, S.W., Parliamentary
Agents.

Board of Trade—Session 1901.

Great Yarmouth Wellington Pier.

(Construction of Pier and other Works at Great Yarmouth, in the County of Norfolk; Pavilions and Buildings; Tolls and Charges; Purchase of Land; Lease of Undertaking; Incorporation, Application, and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 22nd day of December next, by the Mayor, Aldermen, and Burgesses of the borough of Great Yarmouth (hereinafter called "the Corporation"), for a Provisional Order (hereinafter called "the Order"), to be

confirmed by Parliament in the next Session, pursuant to the General Pier and Harbour Act, 1861, the General Pier and Harbour Act, 1861, Amendment Act, and any other Acts enabling the Board of Trade in that behalf, for the following purposes, or some of them (that is to say):—

1. To empower the Corporation to make and maintain in the parish and borough of Great Yarmouth, in the county of Norfolk, a pier and other works ancillary thereto (hereinafter called "the pier"), commencing at the present commencement of the existing Wellington Pier of the Corporation and terminating at the present termination of that pier, and to empower the Corporation to remove the said existing pier and to dispose of the materials thereof.

2. To empower the Corporation to deviate from the lines of the intended works to the extent shown on the deposited plan, or to such extent as may be prescribed by the Order, and to deviate vertically from the levels shown on the deposited section to such extent as may be prescribed by the Order.

3. To authorise the Corporation to purchase, take on lease, or otherwise acquire lands and hereditaments necessary for the purposes of their undertaking.

4. To empower the Corporation to maintain, improve, widen, and extend the pier and all works in connection therewith, and to erect and construct upon the pier pavilions, shelters, baths, and reading, refreshment, and other rooms, and to furnish, stock, and equip the same, and to construct, erect, and maintain toll houses, gates, and other works and conveniences.

5. To extend and apply to the proposed pier all or some of the powers and provisions of the Great Yarmouth Wellington Pier Act, 1853, and the Great Yarmouth Corporation Act, 1897, so far as the same are exercisable by the Corporation or relate to the existing Wellington Pier, including the power to demand, take, and recover tolls, rates, rents, and charges.

6. To empower the Corporation to demise and lease the pier, pavilions, rooms, and other conveniences and works, and the said tolls, rates, and duties, or any of them, to any company, body, or person for any term or terms of years.

7. To empower the Corporation to borrow money for all or any of the purposes of the Order, and to charge the moneys so borrowed and interest thereon upon tolls, rates, and revenue arising under the said Order and upon the borough fund and borough rate of the borough, and to empower the Corporation to apply any of their corporate funds to any of the purposes of the Order.

8. To incorporate with the Order the provisions, or some of the provisions, of the Harbours, Docks, and Piers Clauses Act, 1847, the General Pier and Harbour Act, 1861, Amendment Act, the Lands Clauses Acts, and any amendments or modifications of the said Acts, and to amend the Great Yarmouth Wellington Pier Act, 1853, the Great Yarmouth Corporation Act, 1897, and any other Act which would in any way affect or interfere with the carrying into effect the provisions of the Order.

On or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this advertisement as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, in the said county; at the

Custom House, at Great Yarmouth; at the offices of the Board of Trade, Whitehall, London; at the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 22nd day of December next, and on and after that date printed copies thereof may be obtained at the offices of the undermentioned Town Clerk and Parliamentary Agents, at the price of one shilling for each copy.

Dated this 15th day of November, 1900.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, S.W., Parliamentary Agents.

A. H. MILLER, Town Clerk, Great Yarmouth.

Board of Trade.—Session 1901.

Llandaff and Dinas Powis Rural District Council Electric Lighting.

(The production, storage, and supply of Electricity by the Llandaff and Dinas Powis Rural District Council within their District; the purchase of Electrical Energy from the South Wales Electrical Power Distribution Company, and others, and 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, Wires, Posts, and Apparatus; the taking and recovery of Rates and Charges; Incorporation of Acts and other provisions.)

NOTICE is hereby given that the Rural District Council of the Llandaff and Dinas Powis Rural District, in the county of Glamorgan (hereinafter called "the Council") and whose address is at Llandaff Chambers, 35, St. Mary-street, Cardiff, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Council to generate and supply electricity for all public and private purposes as defined by the Electric Lighting Acts within the whole of the Llandaff and Dinas Powis Rural District in the county of Glamorgan aforesaid (hereinafter referred to as the "area of supply").

2. To enable the Council to acquire by agreement or take on lease and hold lands and premises or interests or easements in or over lands, and to appropriate for the purpose of the Order any lands belonging to or held by them, and to construct and maintain upon such lands all necessary stations and works for the generation and supply of electricity together with all buildings, engines, apparatus, works, and appliances necessary for the purposes aforesaid, and to empower the Council to sell or dispose of any lands not required for the purposes of the undertaking, and if thought fit to empower the Council to purchase and take from the South Wales Electrical Power Distribution Company or any other company, body, or person, authorised to supply electrical energy in bulk, a supply of electrical energy in bulk for distribution by them under the Order.

3. To authorise the Council to break up the following streets and railways, viz.:—

(a) Streets.

In the parish of Llandaff.—Palace-road, Howell's-crescent, Cardiff-road, Llantri-

sant-road, Bridge-road, Mary-street, Ely-road, Cowbridge-road, Riverside-terrace, Dyfrig-road, Robert-street, Shears-road, David's-place, Caerphilly-road, and Merthyr-road.

In the parish of Llanishen.—Caerphilly-road. In the parish of St. Andrew's.—Elm-grove-road and Edith-road.

In the parish of Whitchurch.—Merthyr-road, Caerphilly-road, Hawthorn-road, Hazelhurst-road, Bellevue-road, Kimberley-road, Harriett-street, Station-road, Heoldon, and Velindre-road.

In the parishes of Radyr, St. Fagan's, Llanillterne, and Pentyrch.—Llantrisant-road.

In the parishes of Caerau, Michaelstone-super-Ely, St. George's, St. Nicholas, Bonvilstone, Llancafarn, and Llantrithyd.—Cowbridge-road.

(b) Railways.

Great Western Railway, Taff Vale Railway, Rhymney Railway, Cardiff Railway, Barry Railway, Vale of Glamorgan Railway, Cowbridge and Aberthaw Railway, Brecon and Merthyr Railway.

4. The names of the streets and parts of streets in which it is proposed that electric lines shall be laid down within a period to be specified by the Order are as follows:—

In the parish of Llandaff.—Cardiff-road, the part of Fairwater-road which is situate between its junction with Pwllmelyn-road and Cardiff-road, Bridge-street, Heol-y-Pavin, The Green, The Steep, Heol Fair, and High-street.

In the parish of Llanishen.—Station-road, the part of Ty-llwyd-road, which is situate between the railway station and Mill-road, Church-road, and the part of Fidas-road which is situate between the Station-road and the Railway-bridge.

In the parish of Radyr.—Station-road and the part of Radyr-road which is situate between Tymnydd and Woodfield-cottages.

In the parish of St. Andrew's.—The part of Barry-road which is situate between Elm-grove-road and Station-road, Britway-road, The Square, Station-road, and the part of Elm-grove-road which is situate between The Square and Elm-grove.

In the parish of Whitchurch.—Church-road, the part of Merthyr-road which is situate between the Church-road and Tynypwll-cross, Old Church-road, and Tynypwll-road.

5. To prescribe and limit the price to be charged for the supply of electricity.

6. To confer upon the Council all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, and to alter, vary, or extinguish all rights and privileges which would or might interfere with any of the objects of the Order, and to confer all other rights and privileges necessary for carrying such objects into effect.

7. To incorporate with the Order, with or without modification, all or some of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899.

And notice is hereby given, that the draft of the Order will be deposited at the offices of the Board of Trade on or before the 21st day of December next, and printed copies of the Draft Order, when deposited, and of the Order, when made, may be obtained (at the price of one shilling for each copy), at the office of Mr. James Holden, surveyor, at Ely, within the area of supply and at the office of the Council,

Llandaff Chambers, 35, St. Mary-street, Cardiff, and at the office of the undermentioned Solicitor and Parliamentary Agents.

And notice is hereby further given that a map showing the boundaries of the proposed area of supply and the streets in which it is proposed that electric lines shall be laid down within a specified time, and a copy of this advertisement as published in the London Gazette, will be deposited on or before the 30th day of November, 1900, for public inspection at the offices of the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and at the office of the Council, Llandaff Chambers, 35, St. Mary-street, Cardiff.

And notice is hereby further given that every local or other public authority, company, or person desirous of bringing before the Board of Trade any objection respecting the application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 23rd day of November, 1900.

R. W. WILLIAMS, Solicitor, 8, Charles-street, Cardiff.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Light Railway Commission, November, 1900.

Warrington and Northwich Light Railway.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners by Brunner Mond and Company, Limited, Isaac Holden Holden, and Joseph Hesketh, for an Order to authorise the incorporation of a Company (hereinafter called "the Company"), and to empower the Company so incorporated to construct, maintain, and work certain light railways, with all proper stations and other conveniences, sidings, approaches, and works connected therewith, and to authorise the applicants to traverse, cross, alter, or divert any roads, streets, footpaths, sewers, telegraph, telephone posts, or other works as they may find necessary or convenient for the construction of the railways.

The railways to be authorised are as follows:—

Railway No. 1. 1 mile 4 furlongs 7 chains in length, commencing in the Old London-road, in the borough of Warrington, in the County Palatine of Lancaster, by a junction with the authorised Tramway No. 10 of the Warrington Corporation at a point 90 yards or thereabouts, measured in a northerly direction, from the northern gates of the swing bridge carrying the Old London-road over the Manchester Ship Canal, and running in a southerly direction over that swing bridge, along the Old London-road to the market place in Stockton Heath, in the parish of Stockton Heath, in the county of Cheshire, thence proceeding in an easterly and north easterly direction along Grappenhall-road and Acker's-lane, in the parish of Latchford Without, to the junction of that lane with the Knutsford-road, thence along that road in a northerly direction over the Ship Canal swing bridge, and proceeding along the same road, in the borough of Warrington, and terminating by a junction with the authorised Tramway No. 11 of the Warrington Corporation at a

No. 27251.

2 D

point 20 yards, measured in a southerly direction, from the centre of the bridge carrying the London and North Western Railway (Warrington and Stockport line) over the Knutsford-road.

Railway No. 2. 5 miles 6 furlongs 1 chain in length, commencing by a junction with Line No. 1 at a point 10 yards or thereabouts from the centre of the market place, Stockton Heath, in the county of Cheshire, measured in a south-westerly direction, thence proceeding along the Northwich-road over the Bridgewater Canal by a bridge called the London Road Bridge, proceeding thence in a southerly direction through the village of Stretton, along the Whitley and Tarporley-road for about 800 yards or thereabouts, and running east into the Northwich-road in Lower Stretton, then south-east through Frandle and Sevenoaks, and terminating on the boundary between Sevenoaks and Antrobus at a point 7 chains or thereabouts from the north-east gateway to Comberbach Hall, measured in a north-easterly direction along the main road.

Railway No. 3. 6 furlongs 5·8 chains in length, commencing by a junction with Railway No. 2 at its termination, and proceeding in a southerly direction for 433 yards, crossing the Comberbach-road about $1\frac{1}{2}$ furlongs from its junction with the Northwich-road, thence proceeding south-east for about 620 yards, and then crossing Cock-lane, returning to the main road and forming a junction with Railway No. 4 at a point 200 feet or thereabouts from the north-east corner of the Cock Inn, in the parish of Great Budworth.

Railway No. 4. 5 furlongs 7 chains in length, commencing by a junction with Railway No. 2 at its termination, and proceeding along the main road in a south-easterly direction, and forming a junction with Railway No. 3 at its termination, 200 feet, measured in a north-easterly direction, from the corner of the Cock Inn, in the parish of Great Budworth.

Railway No. 5. 1 mile 6 furlongs and 2 chains in length, commencing by a junction with Railway No. 3 at its termination, and proceeding along the Northwich main road through the village of Great Budworth, and along the Ollersham-lane, in the parish of Marston, and terminating at a point 65 feet or thereabouts, measured in a south-easterly direction, from the ordnance bench mark in the S. Paul's School, Marston.

Railway No. 6. 1 mile 4 furlongs and 8 chains in length, commencing by a junction with Railway No. 5 at its termination in the Ollersham-lane, Marston, proceeding in a south-easterly direction for 34 chains or thereabouts, to Wincham-lane, in the parish of Wincham, crossing that lane, and proceeding southward across the Trent and Mersey Canal, thence, south-west over the Wincham Brook and south to the Cranage Mill-road, along that road to the Manchester-road, along the latter road, and terminating at the point of intersection of the centre lines of the Manchester-road and Station-road in the Urban District of Northwich.

Railway No. 6A. 1 furlong and 2 chains in length, commencing by a junction with Railway No. 6 in Cranage Mill-road, at a point 240 feet or thereabouts from the junction of that road with Manchester-road, measured in a northerly direction from that road, and then running west for 1 furlong

and 2 chains, and terminating in Field No. 1 on the plan.

Railway No. 7. One mile in length, commencing by a junction with Railway No. 6 at its termination and proceeding south-west along Victoria-road, in the Urban District of Northwich for 9 chains or thereabouts, thence west to Church-road, crossing that road and proceeding over Brewery-meadows and Church-walk to Northwich Police Station, thence over Victoria-bridge and by Hayhurst-road to the Hayhurst Swing Bridge over the River Weaver, and thence along Navigation-road, and terminating at the junction of that road with Castle-square, in the Urban District of Northwich.

Railway No. 8. 7 furlongs long, commencing by a junction with Line No. 7, and proceeding in a south-westerly direction along Castle-street and Chester-road, in the Urban District of Northwich, and terminating at or near the entrance to the station yard of the Greenbank Station of the Cheshire Lines Committee.

Railway No. 9. 7 miles 4 furlongs and 2 chains in length, commencing by a junction with Railway No. 8 at a point 2 chains or thereabouts from the centre of the railway arch in the Chester-road measured south-west along that road, and running northward for about 4 furlongs 5 chains to the junction of Moss-road and Winnington-lane, in the Urban District of Northwich, thence turning north-west along Winnington-lane to the Winnington-bridge, thence crossing the River Weaver by a swing bridge, and running along the Runcorn-road, in the parish of Barnton, crossing the Trent and Mersey Canal by Barnton Bridge, and proceeding in a north-westerly direction through the parishes of Barnton and Little Leigh, thence in a northerly direction through Barlington and along the boundary between Dutton and Little Leigh parishes, and along the Weaverham-road through Lower Whitley, Higher Whitley, and Stretton parishes, and terminating by a junction with Railway No. 2 at the junction between the Weaverham-road and the Lower Stretton-road, in the parish of Stretton.

The gauge of the proposed railway will be 4 feet 8½ inches, and the motive power will be electricity, or such other motive power as the Board of Trade may sanction.

To authorise the Company to purchase and take, by compulsion or otherwise, certain lands situate in the before-mentioned parishes or places, or some of them, which lands mainly consist of arable and pasture fields and woods, and partly of gardens with buildings thereon, or used in connection therewith, for the purposes of or in connection with the construction, maintenance, and working of the proposed railways and the works and conveniences necessary for such purposes.

To authorise the Company to deviate laterally from the line of the proposed railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, and to such further extent as may be agreed upon between the Company and any owner or owners of any lands or property affected, or as may be provided by the Order, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, or as may be agreed upon between any owner or owners of any lands or property affected, or as may be provided by the Order.

To authorise the Company and the Corporation of Warrington and the Urban District Council of Northwich to enter into agreements with reference to the working, use, or construction of the light railways, or in connection therewith.

And notice is hereby further given, that plans and sections of the proposed works, and a book of reference thereto, may be seen, and a copy of the draft Order may be obtained, on payment of one shilling, at the offices of Messrs. Brown, Brown and Murphy, 11, St. George's-place, Southport; and Messrs. Baker, Lees and Co., 54, Parliament-street, Westminster, on or after the 30th November, 1900.

A copy of the draft Order, and duplicate copies of the plans, sections and book of reference, together with an estimate of expense of the proposed railways, and an Ordnance map with the line of railways indicated thereon, will, on or before the said 30th November, be deposited for public inspection (during office hours) with the Clerk of the Peace of the County Palatine of Lancaster, at his office at Preston; and with the Clerk of the Peace for the County of Chester, at his office at Chester, on or before the said 30th November, 1900, and a copy of so much of the said plans, sections, and book of reference respectively as relates to the area of each borough, district, urban, rural, or parish council, in or through whose borough, district, or parish the proposed railways or any part thereof is intended to be made, together with a copy of the said draft Order, estimate, and Ordnance map, will be deposited for public inspection with the Town Clerk of such borough, and the Clerk to such district or parish council.

Objections to the proposed scheme should be made to the Light Railway Commissioners, and should be written on foolscap paper (on one side only), and addressed to "The Secretary, Light Railway Commissioners," 54, Parliament-street, Westminster.

Dated this 12th day of November, 1900.

BROWN, BROWN and MURPHY, Solicitors,
11, St. George's-place, Lord-street,
Southport.

BAKER, LEES and Co., 54, Parliament-
street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1901.

Bexhill Promenade and Landing Pier.

(Application for Provisional Order for Powers to Erect a Pier and Approaches at Bexhill in the County of Sussex; and to levy Tolls, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order by certain persons or a Company to be hereafter named (hereinafter referred to as "the Promoters"), pursuant to the General Pier and Harbours Act, 1861, and the General Piers and Harbours Act, 1861 (Amendment) Act, and any other Acts enabling them in that behalf for the following purposes or some of them (that is to say):—

To empower the Promoters to make and maintain the following works, with all proper approaches, landing stages, landing places, sheds, toll houses, toll gates, and bars, cranes, hydraulic lifts, buoys, moorings, groynes, break-water, and other works and conveniences in the parish of Bexhill and county of Sussex, viz.:—

A pier or landing stage, commencing at a point upon the beach on the seaward side of and adjoining the existing concrete sea wall upon property belonging or reputed

to belong to John William Webb, distant 147 yards or thereabouts west of the south-west boundary stone of the War Department's land, now used as the Bexhill Coastguard station, and the Hotel Metropole, and extending thence in a southerly direction, and terminating at a distance of 1,400 feet or thereabouts from the said point of commencement.

To make, provide, and maintain in connection with the pier, jetty and landing-stage, sea walls, groynes, terraces, approaches, toll-houses, toll-gates, turnstiles, cranes, buoys, moorings, mooring posts and other buildings, erections, works, and conveniences, and appliances.

To erect upon or near to the pier, jetty and landing-stage, saloons, pavilions, waiting, refreshment, reading and other rooms, shops, bazaars, baths and other conveniences, with suitable approaches thereto.

To purchase, take on lease, or otherwise acquire by agreement, lands or hereditaments necessary for the purposes of the intended pier, jetty and landing-stage, approaches, works and buildings, and the approaches thereto.

To demand, take, and recover tolls, rates, rents, dues, and charges upon or in respect of the use of the pier, jetty, landing-stage, and works, from steam and other vessels using the same, and from passengers and luggage, goods and merchandise landed or embarked at or from the same, and persons using the pier as a promenade or for purposes of recreation; and from time to time to alter the tolls, rates, rents, dues, and charges; and to confer, vary, or extinguish exemptions therefrom, and to confer, vary, or extinguish other rights or privileges.

To hold refreshment licences and to make bye-laws, rules, and regulations for the management, use, and protection of the pier, jetty, landing-stage, and works and property, and the control and regulation of vessels, persons, goods, and vehicles using the same, and the conduct of the officers and servants, and to impose penalties for the breach of any such bye-laws, rules, and regulations.

To vary or extinguish any regulation, right, or privilege now existing as to the use or enjoyment of so much of the sea beach and foreshore, and the land adjoining thereto, as may be occupied by, or be necessary for, the pier, jetty, landing-stage, and works, and the approaches thereto.

To authorise the Promoters to deepen, dredge, scour, dig, excavate, or otherwise deal with any portion of the foreshore and bed of the sea adjacent to the proposed pier, jetty, and landing-stage, so far as may be necessary for the construction or maintenance thereof, and to remove any rock, sand, mud, or other material.

To empower the Promoters to lease or let the whole or any part of the proposed pier, jetty and landing-stage, pavilions, concert rooms, or other rooms and buildings, or the tolls, rates, rents and duties to be levied or paid in respect thereof, and to authorise any company or other parties to take the same on lease.

To incorporate with the Order the provisions or some of the provisions of the Harbours, Docks and Piers Clauses Act, 1847, the Harbours Clauses Acts (so far as they

relate to the purchase of land by agreement), and to confer upon the Promoters the powers and facilities contained in the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and such other powers and provisions as may be deemed expedient.

And notice is hereby given that on or before the 30th day of November instant, plans and sections of the proposed pier, jetty, landing-stage, and works, and a copy of this Notice, as published in the London Gazette, will be deposited at the Board of Trade, Whitehall, London, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, and at the Custom House, at Newhaven.

Printed copies of the draft Provisional Order will, on or before the 23rd day of December next, be deposited at the office of the Board of Trade aforesaid, and also at the Custom House at Newhaven, and on and after that date printed copies thereof will be furnished by the undersigned at their offices as under-mentioned, to all persons applying for the same, at the price of one shilling each.

All companies, corporations, or persons desirous of making any representations to the Board of Trade, or bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Harbour Department, Board of Trade, Whitehall-gardens, London, on or before the 20th day of January, 1901, and a copy of such objection must at the same time be sent to the undersigned Parliamentary Agents.

Dated this 14th day of November, 1900.

BIRD, MOORE and STRODE, Solicitors, 5,

Gray's-inn-square, London, W.C.

ROBERTS and Co., 6, Queen Anne's-gate, Westminster, Parliamentary Agents.

In Parliament—Session 1901.

District Messengers and Theatre Ticket Company (Limited).

(Further Powers to Company with respect to Telegraphic or Telephonic Communication, Conveyance of Letters and Licences by and Agreements with the Postmaster-General.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the District Messengers and Theatre Ticket Company (Limited) (hereinafter called "the Company"), for an Act for all or some of the following purposes:—

1. To authorise the Company to establish offices (hereinafter called "Receiving Offices") in any part of the county of London, the city of London, and any place not within the said county or city, but within six miles of the General Post Office, in the city of London (hereinafter referred to as the "Company's District"), and to connect such offices telegraphically or telephonically with each other.

2. To authorise the Company to erect, maintain, and work between such receiving offices and the houses or offices of persons or corporate bodies residing or having offices within the Company's district (all of which are hereinafter referred to as "Call Subscribers") wires, call-boxes, and other apparatus (which said wires, call boxes, and apparatus and any part thereof are hereinafter referred to as "Call Apparatus") for the purpose of enabling any call subscriber from time to time to transmit from such call-boxes to such receiving office a signal or signals for the purpose of calling doctors, policemen, cabs, or messengers, or of transmitting any message received by the Company from a call

subscriber, or of giving an alarm of fire or of burglars, or for indicating at such receiving offices the presence at the house or office of the call subscriber at a particular moment of a watchman or other person in charge thereof, but for no other purpose.

3. To authorise the Company to erect, maintain, and work telegraphic and telephonic lines between receiving offices of the Company and stations of the Metropolitan Police and the Metropolitan Fire Brigade for the purpose of enabling the Company to call for the assistance of the police, or to give an alarm of fire for and on behalf of any call subscriber, and between the receiving offices of the Company and any theatre, music-hall, or other place of public entertainment.

4. To empower the Company, notwithstanding anything contained in the Act 7, William IV, and 1 Vict., cap. 33, entitled "An Act for the Management of the Post Office," or any other Act or Acts prescribing or regulating the rights and privileges of the Postmaster-General with respect to the carriage of mails and letters, to collect, convey, deliver, and distribute by its messengers, servants, and agents from any place within the Company's district, to any place whether within or without the said district, letters and other written communications, and to receive from the addressees, and convey and deliver to the original senders replies or return letters, and to make, receive, and recover charges therefor, and to prescribe and define the rights and powers of the Postmaster-General and the Company respectively in respect to the carriage, conveyance, and delivery of such letters and communications.

5. To make further provision and confer further powers upon the Postmaster-General or the Company with respect to the erection, laying down, maintenance, and use of telegraphic, telephonic, and pneumatic wires, pipes, tubes, and other apparatus.

6. To authorise the Postmaster-General to grant to the Company a licence or licences for the purposes aforesaid or any of them upon such terms as may be agreed upon or may be prescribed or provided for by the intended Act, and to empower the Postmaster-General and the Company to enter into and carry into effect agreements and contracts with reference thereto, and to make all such other provision as may be necessary for giving effect to the objects of the intended Act.

7. To vary or extinguish all existing rights and privileges which would in any manner interfere with the objects of the intended Act, and to confer other rights and privileges.

8. Printed copies of 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 19th day of November, 1900.

ALFRED BRIGHT, Solicitor for the Bill,
15, George-street, Mansion House
E.C.

BAKER, LEES, and Co., 54, Parliament-
street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1901.

Folkestone Corporation Tramways (Provisional Order).

(Powers to Corporation of Folkestone to construct Tramways to be worked by Animal or any Mechanical Power and to run Carriages thereon and to take Tolls and Charges for the use thereof and to provide the requisite Plant; Interlacing Lines; Substitution of Single for Double and Double for Single Lines and of

Double or Single for Interlacing Lines; Breaking up Streets; Levying Tolls Rates and Charges; Borrowing Moneys; Agreements and Working and Traffic Arrangements with other Tramway Bodies; Bye-laws; Incorporation and Amendment of Acts.)

NOTICE is hereby given that the Mayor Aldermen and Burgesses of the Borough of Folkestone in the County of Kent (hereinafter called "the Corporation") intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following or some of the following among other purposes (that is to say):—

1. To enable the Corporation to make lay down form and maintain wholly in the Urban District of Folkestone all or some of the tramways hereinafter described with all necessary and proper rails plates sleepers channels (including in that word where used in this Notice channels passages and tubes for ropes cables wires and electric lines) junctions, turntables, turnouts, crossings, and passing places, carriages, horses, harness, tramway plant, machinery, and conveniences connected therewith respectively and where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised are as follows:—

Tramway No. 1 commencing in Cheriton-road where the Borough and Urban District boundary crosses that road thence proceeding in an easterly direction along Cheriton-road and terminating in that road by a junction with Tramway No. 3 (hereinafter described) at a point 60 feet or thereabouts measured in a northerly direction from the centre of the bridge carrying the South Eastern and Chatham Railway over Cheriton-road.

Tramway No. 2 commencing in Cheriton-road by a junction with Tramway No. 1 at a point opposite the north-eastern corner of No. 67 Cheriton-road thence proceeding in an easterly direction along Cheriton-road into and along Radnor Park-road Park-road Foord-road Tontine-street and Harbour-street and terminating in the last-mentioned street at a point 70 feet measured in a southerly direction from the intersection of Beach-street and Harbour-street.

Tramway No. 3 commencing in Radnor Park-road by a junction with Tramway No. 2 at a point 85 feet measured in a northerly direction from the most northern corner of the Central Hotel thence proceeding in a southerly direction into Cheriton-road thence in a south-easterly direction along Cheriton-road and Guildhall-street and terminating near the junction of the last-mentioned street with Sandgate-road and Rendezvous-street at a point 80 feet measured in a southerly direction from the most southern corner of the Town Hall.

The tramways will be laid as single lines except at the following places where they will be laid as double lines:—

Tramway No. 1.—In Cheriton-road: Between a point 2 chains from the point of commencement and a point 5 chains from the point of commencement. From a point opposite the

north-west corner of No. 20 Shorncliffe-terrace to a point 3 chains measured in a south-easterly direction. Between a point 120 feet measured in a north-westerly direction from the centre of the road opposite the centre of the entrance to the cemetery and a point 3 chains south-east thereof. From a point 210 feet measured in an easterly direction from the north-eastern corner of the cemetery boundary wall to a point 606 feet east of such corner. Between a point opposite the centre of No. 71 Cheriton-road and the termination of the tramway.

Tramway No. 2.—In Cheriton-road and Radnor Park-road: From the commencement of the tramway for a distance of 5 chains. In Radnor Park-road: Between a point opposite the centre of No. 54 Radnor Park-road and a point 3 chains therefrom measured in a north-easterly direction. In Radnor Park-road and Park-road: Between a point 70 feet measured in a south-westerly direction from the intersection of Park-road and Radnor Park-road and a point in Park-road 125 feet measured in an easterly direction from the same intersection. In Park-road and Foord-road: Between a point in Park-road 112 feet measured in a north-westerly direction from the intersection of St. John's Church-road and Park-road and a point in Foord-road 50 feet measured in a south-easterly direction from opposite Ship-street. In Foord-road and Tontine-street: Between a point opposite the most northern corner of No. 7 Foord-road and a point opposite the centre of No. 59 Tontine-street. In Tontine-street and Harbour-street: Between a point opposite the centre of No. 18 Tontine-street and a point opposite Beech-street.

Tramway No. 3.—In Radnor Park-road and Cheriton-road: From the commencement of the tramway for a distance of 6.82 chains. In Cheriton-road: Between a point 55 feet measured in a north-westerly direction from the intersection of Clarendon-road and Cheriton-road and a point 143 feet measured in a south-easterly direction from the same intersection. In Cheriton-road and Guildhall-street: Between a point opposite the most westerly corner of No. 24 Cheriton road and a point opposite the most easterly corner of No. 31 Guildhall-street. In Guildhall-street: Between a point opposite the most northern corner of the Queen's Hotel and the termination of the tramway.

The several tramways will be constructed on a gauge of 3 feet 6 inches or such other gauge as the Board of Trade may sanction and it is not intended to run thereon carriages or trucks adapted for use on railways.

The total length of the tramways hereinbefore described will be 2 miles 5 furlongs 7.85 chains of which the total length of double line will be 7 furlongs 7.61 chains and of single line 1 mile 6 furlongs 0.24 chain.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway viz. :—

Tramway No. 1.—In Cheriton-road: On the south side from the commencement of the tramway to a point 2 chains distant therefrom. On both sides from the last described point to a point 3 chains east thereof. On the south side from the last described point for a distance of 420 feet east thereof. On both sides from a point opposite the north-westerly

corner of No. 20 Shorncliffe-terrace for a distance of 3 chains in an easterly direction. On both sides from a point 210 feet measured in a westerly direction from the intersection of Cherry Garden-avenue and Cheriton-road for a distance of 430 feet in an easterly direction. On both sides from a point 210 feet measured in an easterly direction from the north-eastern corner of the cemetery boundary wall to a point 606 feet east of such corner. On the south side from a point opposite the centre of No. 71 Cheriton-road for a distance of 170 feet in an easterly direction.

Tramway No. 2.—In Cheriton-road and Radnor Park-road: On the north side from the commencement of the tramway for a distance of 4 chains. In Radnor Park-road: On both sides between a point 4 chains from the commencement of the tramway and a point 5 chains from such commencement: On both sides between a point opposite the centre of No. 54 Radnor Park-road and a point $2\frac{1}{2}$ chains therefrom measured in a north-easterly direction. In Radnor Park-road and Park-road: On both sides between a point 70 feet measured in a south-westerly direction from the intersection of Park-road and Radnor Park-road and a point in Park-road 125 feet measured in an easterly direction from the same intersection. In Park-road and Foord-road: On both sides between a point in Park-road 112 feet measured in a north-westerly direction from the intersection of St. John's Church-road and Park-road and a point 70 feet measured in a south-easterly direction from the same intersection. In Foord-road: On the south-westerly side from the last described point for a distance of 3 chains measured in a south-easterly direction. On both sides between a point 100 feet measured in a north-westerly direction from the centre of the viaduct carrying the South Eastern and Chatham Railway over Foord-road and a point 30 feet measured in a south-easterly direction from the same centre. On both sides from New-street to Dover-road. In Tontine-street on the north side: Between a point 35 feet measured in an easterly direction from the intersection of Dover-road and Foord-road and a point 20 feet measured in an easterly direction from opposite Millbay. On both sides from a point 20 feet measured in an easterly direction from opposite Millbay for a distance of 70 feet measured in an easterly direction. On the south side between a point 90 feet measured in an easterly direction from opposite Millbay and a point opposite the centre of No. 59 Tontine-street. In Tontine-street and Harbour-street: On both sides between a point opposite the centre of No. 18 Tontine-street and a point 20 feet measured in a south-easterly direction from opposite Beach-street.

Tramway No. 3.—In Radnor Park-road: On the east side from the commencement of the tramway for a distance of 2 chains. In Cheriton-road: On the north side between a point 85 feet measured in an easterly direction from the intersection of Clarendon-road and Cheriton-road and a point 145 feet measured in an easterly direction from the same intersection. On the south side between a point 140 feet measured in a westerly direction from opposite Cooling-road and a point 185 feet measured in an

easterly direction from opposite the same road. In Cheriton-road and Guildhall-street: On both sides between a point opposite the most westerly corner of No. 24 Cheriton-road and a point opposite the most eastern corner of No. 31 Guildhall-street. In Guildhall-street: On both sides between a point opposite the most northerly corner of the Queen's Hotel and the termination of the tramway.

The motive power to be used on the intended tramways is animal and mechanical power including electrical power.

2. To empower the Corporation to make from time to time such crossings passing places sidings loops junctions and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the said tramways or any of them or for effecting junctions with other tramways or for affording access to works or property of the Corporation and to substitute single and interlacing lines for double lines and double and interlacing lines for single lines and double or single lines for interlacing lines.

3. To empower the Corporation from time to time when by reason of the execution of any work in or the alteration of any street road highway or thoroughfare in which any tramway channel or electric line shall be laid or placed it is necessary or expedient so to do to alter remove or discontinue all or any part of such tramway and to make and lay down in the street so altered or temporarily in the same or any adjacent street road highway or thoroughfare a substituted tramway or substituted tramways or channels or electric lines.

4. To confer on and reserve to the Corporation and their lessees the exclusive right of using on any tramways to be constructed or maintained under the powers of the intended Order carriages drawn or propelled by any motive power before-mentioned or having wheels adapted to run on or in an edged groove or other rail on such tramways.

5. To provide for the repair by the Corporation their lessees or other persons bodies or authorities of any streets roads highways or thoroughfares in which any tramway channel or electric line may for the time being be laid or placed and for the use or disposition of any materials or things found in the construction or repair of any of the said tramways or channels or electric lines.

6. To authorise the Corporation and their lessees or other the person or persons working the said tramways to levy tolls rates and charges for the use of the said tramways by carriages passing along the same and for the conveyance of passengers upon the same and to confer exemptions from tolls rates and charges.

7. To empower the Corporation to place or run carriages on and to work and to demand and take tolls in respect of the tramways and to provide such stables buildings carriages motors harness engines machinery apparatus horses steam cable electric and other plant appliances and conveniences and to construct and place in or under the streets and to attach to buildings such boxes poles posts works and appliances as may be requisite or expedient for the convenient working or user of the said tramways by any motive power before-mentioned and to sell exchange or dispose of such of the before-mentioned articles and things as from time to time may no longer be required and for the purposes aforesaid to vary or repeal the provisions of the Tramways Act 1870.

8. To empower the Corporation for all or any of

the purposes of the Order to stop up break up alter remove cross and interfere with temporarily or permanently public and private streets roads highways footways tramways sewers drains gas water and electricity mains valves hydrants pipes tubes and street boxes and telegraph telephone electric lighting and other apparatus.

9. To enable the Corporation for any of the purposes of their tramway undertaking to purchase or acquire by agreement and to take on lease lands and hereditaments and easements thereover and to use any lands now belonging to them and to construct and erect generating stations offices buildings stables sheds carriage engine boiler and dynamo houses and other conveniences thereon.

10. To empower the Corporation to make regulations and bye-laws for all or any of the purposes mentioned in Section 46 of the Tramways Act 1870.

11. To empower the Corporation on the one hand and any local authority company or person owning or lawfully working or using any tramways or light railways in or adjacent to the said Urban District on the other hand to enter into and fulfil contracts and agreements for and in relation to the lease working use maintenance and management of their respective tramways the interchange accommodation and forwarding of carriages and passengers on from or to any of such tramways on to or from the existing and said intended tramways of the Corporation or any of them.

12. To confirm any such agreements as are hereinbefore mentioned which may be entered into prior to the grant or confirmation of the intended Order.

13. To incorporate with the Order the provisions of Section 265 of the Public Health Act 1875.

14. To empower the Corporation to apply to the purposes of the Order their district fund and general rate and borough fund and borough rate and any funds and revenues over which they have control and any moneys they are now authorised to borrow and to extend the existing borrowing powers of the Corporation and to authorise them to borrow further sums by debentures mortgage debenture stock Corporation stock or annuities and to charge such moneys on all or any one of the before-mentioned funds rates and revenues.

15. The Order will vary or extinguish all rights and privileges which might in any way interfere with its objects and will confer other rights and privileges and will or may incorporate with itself and with or without alteration such of the provisions as may be deemed expedient of the local Acts hereinafter mentioned and of the Tramways Act 1870 the Lands Clauses Acts (except the compulsory powers thereof) and the Local Loans Act 1875 and will or may enable the Corporation (in addition to the powers herein specifically mentioned) to exercise all or any powers by the Tramways Act 1870 conferred on the persons therein referred to as Promoters and to acquire and hold patent rights in relation to tramways and the motive power thereon and will or may so far as may be necessary alter amend extend and repeal or consolidate the necessary provisions of the Folkestone Improvement Act 1855 and any other Act and any other Order relating directly or indirectly to the Corporation and of any and every Act (public or local) and Order which will interfere with its objects.

Duplicate plans and sections of the proposed tramways and works and a copy of this Notice as published in the London Gazette will be deposited for public inspection on or before

the 30th day of November instant with the Clerk of the Peace for the county of Kent at his office at Maidstone and on or before the same date a copy of the said plans and sections and of this Notice will be deposited at the office of the Town Clerk in the Borough of Folkestone being the office of the Corporation and with the Parish Clerk of the parish of Folkestone at his residence and at the office of the Board of Trade Whitehall London.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 22nd day of December 1900 and printed copies of the draft Provisional Order when deposited and of the Provisional Order when made will be obtainable at the price of one shilling each at the office of the Town Clerk of the Borough of Folkestone and at the offices of Messrs. Dyson & Co., Parliamentary Agents, 9, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January 1901 and copies of such objections must at the same time be sent to the Corporation at the office of the Town Clerk of the Borough of Folkestone or to their Parliamentary Agents hereinbefore named and in forwarding such objections to the Board of Trade the objectors or their Agents should state that a copy of the same has been forwarded to the Corporation or their Agents.

Dated this 22nd day of November 1900.

A. F. KIDSON Town Clerk Folkestone.

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

Board of Trade.—Session 1901.

Electric Lighting Acts, 1882 and 1888.

Deptford Electric Lighting.

(Power to the County of London and Brush Provincial Electric Lighting Company, Limited, to Produce, Store, and Supply Electrical Energy and Power within the Metropolitan Borough of Deptford, in the County of London; to construct Works, to lay down Wires and other Apparatus, and to break up streets therein; Agreements with and Powers to Local Authorities; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made by the County of London and Brush Provincial Electric Lighting Company, Limited, of Moorgate-court, Moorgate-street, in the City of London (hereinafter called "the Company"), to the Board of Trade, on or before the 21st day of December next, under the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, for a Provisional Order for all or some of the following purposes (that is to say):—

To authorise and empower the Company to produce, store, and supply electricity, as defined by the said Acts, electrical energy and power for all or some of the public and private purposes as defined by the said Acts within the Metropolitan Borough of Deptford, in the County of London (hereinafter called "the area of supply"), and for those purposes to enter upon, break up, and interfere with all streets, roads and places, ways, footpaths, railways, tramways, canals, rivers, towing-paths, bridges, culverts, sewers, gas and water mains and pipes, and telegraph and pneumatic tubes and pipes, telegraph, telephone, and electric wires or conduits within the said area, and to lay down, set up, maintain, renew,

or remove, either above or underground, or otherwise, pipes, tubes, wires, posts, apparatus, or other works or things required for enabling the Company to supply, produce, store, convey, transmit, transform, or distribute electricity, electrical power and energy for the several private and public purposes aforesaid within the said area, and to confer all such other powers upon the Company as may be necessary for effecting the objects of the proposed undertaking.

To enable the Company to erect, maintain, use, and work all necessary stations, together with all store houses, engines, machinery, apparatus, works, and appliances for the production, storage, transformation and distribution of, and to produce, store, transform, and distribute electrical power and energy.

To authorise the Company to hire, sell, and let meters, fittings, and other things required for the purposes of the said Order.

To enable the Company on the one hand, and any county council, corporation, commissioners, or other local or sanitary or road authority, and any railway or other company on the other hand, to enter into and fulfil agreements as to the supply of electricity, and as to the breaking up and interfering with any streets, roads, ways, public footpaths, and other places and things aforesaid, and otherwise with respect to the objects of the Order; and if thought fit to authorise such bodies, authorities, and companies to exercise the powers with respect to the breaking up of streets and other places and things, and all or any of the other powers proposed to be conferred upon the Company, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

To authorise the Company to take, collect, and recover rents and charges for the supply of electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith.

To incorporate with the Provisional Order, and to extend and apply to the proposed undertaking and works, and to the Company as undertakers of the same, and with or without variation all or some of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and of the Acts or portions of Acts incorporated with the Acts, and to confer upon the Company all or some of the powers within the area of supply which by the said Acts or any Act amending the same or incorporated therewith are or may be conferred upon undertakers, and the Provisional Order will contain all such regulations and conditions as to the supply of electricity and all matters incidental thereto as the said Acts authorise or the Board of Trade may prescribe, and will alter, vary, or extinguish all rights and privileges which would or might interfere with any of its objects, and confer all other rights and privileges necessary for carrying such objects into effect.

The streets and other places in, over, or along which it is proposed to take power to place any electric lines or other works are all the streets and other places within the said area of supply, whether repairable by the local authority or not. It is proposed that electric lines should be laid down in the following streets within a period of two years after the commencement of the Order:

New Cross-road, Queen's-road, Broadway (Deptford).

Lewisham High-road, Wickham-road.

The streets or roads within the said area not repairable by the local authority which the undertakers propose to take powers to break up, are as follows:—

Monson-road, Pendrell-road, and Erlanger-road.

The Company propose to take powers to break up the tramways of the London County Council, the London Tramways Company Limited, and the London, Deptford, and Greenwich Tramways Company, so far as they are situate within the area of supply.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies of the draft Provisional Order when applied for, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same at the office of the Brockley News, No. 118, Brockley-road, Deptford; and at the office of Sydney Morse, of 37, Norfolk-street, Strand, in the county of London, Solicitor.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1901. A copy must, at the same time, be sent to the undersigned, Sydney Morse.

Dated the 19th day of November, 1900.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the above-named County of London, and Brush Provincial Electric Lighting Company Limited.

Light Railway Commissioners.—November, 1900.

Barton-upon-Irwell Light Railway.

(Construction of Light Railway; Gauge; Motive Power; Power to Barton Rural District Council to work same and levy Tolls, Rates, and Charges; Agreements as to Sale or Lease of Tramway; the Borrowing of Money and other Matters.)

NOTICE is hereby given, that the Rural District Council of Barton-upon-Irwell, in the County Palatine of Lancaster (hereinafter called "the Council"), intend to apply to the Light Railway Commissioners for an Order (hereinafter called "the Order"):

Authorizing the Council to construct and maintain in the Rural District of Barton-upon-Irwell, in the County Palatine of Lancaster, the Light Railway hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turn-tables, turn-outs, crossings, passing places, stables, carriage-houses, sheds, buildings, works, and conveniences connected therewith respectively, that is to say:—

A railway 1 mile 3 furlongs 1·70 chains in length, wholly in the parish of Clifton, in the rural district of Barton-upon-Irwell, in the County Palatine of Lancaster, commencing in Manchester-road at the boundary of the township of Clifton with the Urban District of Swinton and Pendlebury, passing thence in a north-westerly direction along the said road and terminating therein at the boundary of the township with the Urban District of Kearsley.

The said intended railway is proposed to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be sanctioned by the Light Railway Commissioners or the Board of Trade.

To empower the Council to make from time to time such crossings, passing places, sidings, loops, junctions, and other works, in addition to those specified herein, as may be necessary or convenient to the efficient working of the intended

railway, or for affording access to the stables, carriage-houses, sheds, and works of the Council or their lessees, or for effecting junctions with the tramways or light railways of any other corporation, district council, company, or person.

To empower the Council for all or any of the purposes of this Order to stop, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, water-courses, footways, sewers, drains, gas and water mains, electric lighting mains, or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

To empower the Council to lay down double in lieu of single lines, and single in lieu of double lines, or interlacing lines in lieu of double or single lines.

To empower the Council and their lessees from time to time to work the said intended railway by animal power and by any mechanical power (including in that expression steam, electric, and any other motive power, not being animal power), and partly by one power and partly by another, and for that purpose to erect, place, make, and maintain works, engines, machinery, dynamos and apparatus for the production, storage, and supply of electricity or other power, and to lay down, erect, construct, maintain above, upon, and below, the surface of the ground, and to attach to houses and buildings, mains, wires, pipes, conductors, cables, ropes, posts, brackets, boxes, apparatus and things necessary or proper for the transmission of electricity or other power and the working of the intended railway by electricity or other power.

To authorize the Council and their lessees or other the person or persons working the said intended railway to levy tolls, rates, and charges, for the use thereof, for carriages passing along the same, and the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To authorize the Council and any Corporation, person, Company, or body from time to time to enter into and fulfil contracts and agreements for and in relation to the construction, working, lease, sale and purchase of the railway or any part thereof in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties or as the Order may define and to confirm any such contracts and agreements which may have been or which during the progress of the Order may be entered into.

To enable the Council for all or any of the purposes of the intended railway and works, to acquire lands and houses by agreement, and to take easements over lands and houses and to erect and hold offices, buildings, and other conveniences on any such lands.

To empower the Council to borrow money for all or any purposes of the Order to charge the moneys so raised or borrowed and the interest thereon on the revenue of the Undertaking and on the properties and revenues and local rates levied by the Council or any special rate to be levied for that purpose and to empower the Council to apply any of their funds to any of the purposes of the Order.

Plans and sections of the proposed railway and works, with a book of reference and an ordnance map and a copy of this advertisement will be deposited on or before the 30th day of November, 1900, with the Clerk of the Peace for the County Palatine of Lancaster at his offices at Preston, and with the Clerk to the Barton-upon-

Tramway Nos. 3 and 5 at their said terminations, thence proceeding along Rendezvous-street, Dover-road, and Tontine-street, and terminating by a junction with Tramway No. 2 in the last-mentioned street, at a point 25 feet measured in a south-westerly direction from the most southern corner of the Congregational Church.

Tramway No. 7 (about 3 furlongs 8.94 chains in length, whereof 2 furlongs 7.88 chains will be single line and 1 furlong 1.56 chains will be double line) situate wholly in the said parish and urban district of Folkestone; commencing in Lower Sandgate-road, at a point 30 feet measured in a westerly direction from the centre of the road opposite to the centre of the entrance to the Victoria Pier, thence proceeding in an easterly direction along such road into and along Marine-parade, and thence along Marine-terrace, Lower Sandgate-road and Harbour-street, and terminating in the last-mentioned street by a junction with Tramway No. 2, at a point 20 feet measured in a southerly direction from the intersection of Harbour-street and Beach-street.

Tramway No. 8 (about 1 mile 7.42 chains in length, whereof 5 furlongs 3.25 chains will be single line and 3 furlongs 4.17 chains will be double line) situate wholly in the said parish and Urban District of Folkestone; commencing in Foord-road by a junction with Tramway No. 2 at a point opposite Ship-street, thence proceeding into and along Black Bull-road, Canterbury-road, Dover-road and Tontine-street, and terminating in the last named street by a junction with Tramway No. 2 at a point 160 feet measured in a south-easterly direction from the most southern corner of the Congregational Church.

Tramway No. 9 (about 1 furlong 1.06 chains in length, whereof 8.06 chains will be single line and 3 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Dover-road by a junction with Tramway No. 8 at a point 220 feet measured in a north-easterly direction from a point opposite Folly-road, thence proceeding in a north-easterly direction and terminating in Dover-road at a point 115 feet measured in a north-easterly direction from opposite Alexandra-street.

Tramway No. 10, a double line (about 2 chains in length) situate wholly in the said parish and Urban District of Folkestone, commencing in Tontine-street by a junction with Tramway No. 8, at a point 20 feet measured in an easterly direction from the most eastern corner of the Congregational Church, thence proceeding in a southerly and westerly direction, and terminating by a junction with Tramway No. 2, at a point 2 chains from the point of commencement.

Tramway No. 11, a double line (about 3 chains in length) situate wholly in the said parish and Urban District of Folkestone, commencing in Foord-road by a junction with Tramway No. 2, at a point opposite the centre of the Red Cow public house, thence proceeding into and along Black Bull-road, and terminating in the last-mentioned road by a junction with Tramway No. 8, at a point 3 chains from the point of commencement.

The several tramways will consist of rails laid to a gauge of 3 feet 6 inches, and it is not

intended to run thereon carriages or trucks adapted for use on railways.

It is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway in the case of the following tramways, and at the points hereinafter described with respect to each of them, namely:—

Tramway No. 1—

In Cheriton-road, on the south side from the commencement of the tramway to a point 2 chains distant therefrom. On both sides from the last described point to a point 3 chains east thereof. On the south side from the last described point for a distance of 420 feet east thereof. On both sides from a point opposite the north-westerly corner of No. 20, Shorncliffe-terrace for a distance of 3 chains in an easterly direction. On both sides from a point 210 feet, measured in a westerly direction from the intersection of Cherry-garden-avenue and Cheriton-road for a distance of 430 feet in an easterly direction. On both sides from a point 210 feet, measured in an easterly direction from the north-eastern corner of the cemetery boundary wall, to a point 606 feet east of such corner. On the south side, from a point opposite the centre of No. 71, Cheriton-road, for a distance of 170 feet in an easterly direction.

Tramway No. 2—

In Cheriton-road and Radnor Park-road. On the north side from the commencement of the tramway for a distance of 4 chains.

In Radnor Park-road, on both sides between a point 4 chains from the commencement of the tramway and a point 5 chains from such commencement. On both sides between a point opposite the centre of No. 54, Radnor Park-road and a point $2\frac{1}{2}$ chains therefrom measured in a north-easterly direction.

In Radnor Park-road and Park-road, on both sides between a point 70 feet measured in a south-westerly direction from the intersection of Park-road and Radnor Park-road and a point in Park-road 125 feet, measured in an easterly direction from the same intersection.

In Park-road and Foord-road, on both sides, between a point in Park-road 112 feet, measured in a north-westerly direction from the intersection of St. John's Church-road and Park-road, and a point 70 feet, measured in a south-easterly direction from the same intersection.

In Foord-road, on the south-westerly side from the last described point for a distance of 3 chains, measured in a south-easterly direction; on both sides, between a point 100 feet, measured in a north-westerly direction from the centre of the viaduct carrying the South Eastern and Chatham Railway over Foord-road and a point 30 feet measured in south-easterly direction from the same centre, on both sides from New-street to Dover-road.

In Tontine-street, on the north side between a point 35 feet measured in an easterly direction from the intersection of Dover-road and Foord-road and a point 20 feet measured in an easterly direction from opposite Millbay, on both sides from a point 20 feet measured in an easterly direction from opposite Millbay for a distance of 70 feet measured in an easterly direction. On the

at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order when made, may be obtained at the offices of Messrs. Tahourdins and Hitchcock, Solicitors and Parliamentary Agents, 20, Victoria-street, Westminster, S.W., and of Mr. E. Chippendale, Clerk to the Urban District Council for the Urban District of Great Harwood, at the offices of the said Urban District Council in Great Harwood, at the price of one shilling for each copy, by all persons applying for the same.

And notice is hereby further given, that every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts" on or before the 15th day of January, 1901, and a copy of such objection must also be forwarded to the Solicitors and Parliamentary Agents for the Order.

Dated this 24th day of November, 1900.

TAHOUREDINS and HITCHCOCK, 20, Victoria-street, Westminster, Solicitors and Parliamentary Agents for the Order.

In Parliament—Session 1901.

Folkestone Corporation Tramways, &c.
(Construction of Tramways in Parishes of Folkestone and Folkestone-next-Sandgate, to be worked by Animal or Mechanical Power; Power to Corporation to work the same and take Charges for use of Carriages and provide Plant; to acquire Lands, compulsorily or by agreement, and construct Generating Stations; Purchase, Sale, and Lease of Tramways within and without the Borough; Working Agreements and Traffic Arrangements; Breaking up Streets; Placing Electric Lines, Posts, and Brackets; Application of Funds; Additional Borrowing Powers; Levying of Rates; Incorporation, Repeal, and Amendment of Acts).

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the Borough of Folkestone, in the county of Kent (hereinafter called "the Corporation"), being also the Urban District Council for so much of the said Borough as is not included within the Urban District of Sandgate, intend to apply to Parliament in the ensuing Session for leave to introduce a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To enable the Corporation, wholly in the County of Kent, to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this Notice, channels passages, and tubes for ropes, cables, wires, and electric lines), junctions, turntables, turnouts, crossings, passing places, works, machinery, waiting-rooms, sheds, and conveniences connected therewith respectively, and where, in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The following are the tramways—

Tramway No. 1 (about 1 mile 8·73 chains in

length, whereof 6 furlongs 8·73 chains will be single line and 2 furlongs will be double line), situate wholly in the parish and Urban District of Folkestone, commencing in Cheriton-road where the borough and urban district boundary crosses that road, thence proceeding in an easterly direction along Cheriton-road, and terminating in that road by a junction with Tramway No. 3 (hereinafter described), at a point 60 feet or thereabouts measured in a northerly direction from the centre of the bridge carrying the South Eastern and Chatham Railway over Cheriton-road.

Tramway No. 2 (about 1 mile 2 chains in length, whereof 4 furlongs 3·88 chains will be single line and 3 furlongs 8·12 chains will be double line), situate wholly in the said parish and Urban District of Folkestone, commencing in Cheriton-road by a junction with Tramway No. 1, at a point opposite the north-eastern corner of No. 67, Cheriton-road, thence proceeding in an easterly direction along Cheriton-road, into and along Radnor Park-road, Park-road, Foord-road, Tontine-street, and Harbour-street, and terminating in the last-mentioned street at a point 70 feet measured in a southerly direction from the intersection of Beach-street and Harbour-street.

Tramway No. 3 (about 4 furlongs 7·12 chains in length, whereof 2 furlongs 7·63 chains will be single line and 1 furlong 9·49 chains will be double line) situate wholly in the said parish and Urban District of Folkestone, commencing in Radnor Park-road by a junction with Tramway No. 2, at a point 85 feet measured in a northerly direction from the most northern corner of the Central Hotel, thence proceeding in a southerly direction into Cheriton-road, thence in a south-easterly direction along Cheriton-road and Guildhall-street, and terminating near the junction of the last-mentioned street with Sandgate-road and Rendezvous-street, at a point 30 feet measured in a southerly direction from the most southern corner of the Town Hall.

Tramway No. 4, about 3 furlongs 3·33 chains in length, whereof 2 furlongs 3·92 chains will be single line and 9·41 chains will be double line, situate wholly in the parish of Folkestone-next-Sandgate, in the Urban District of Sandgate; commencing at the easterly end of the South Eastern and Chatham Railway Company's existing tramway in Upper Folkestone-road, thence proceeding in a north-easterly and easterly direction along Upper Folkestone-road, and terminating in the last-named road by a junction with Tramway No. 5, hereinafter described, at a point where the Sandgate Urban District boundary and the Folkestone Urban District boundary cross that road.

Tramway No. 5 (about 8 furlongs 2·68 chains in length, whereof 5 furlong 6·88 chains will be single line and 2 furlongs 5·75 chains will be double line) situate wholly in the said parish and Urban District of Folkestone, commencing in Sandgate-road by a junction with Tramway No. 4 at its termination, thence proceeding along Sandgate-road and terminating by a junction with Tramway No. 3 at its said termination.

Tramway No. 6, a double line (about 1 furlong 5·18 chains in length) situate wholly in the said parish and Urban District of Folkestone, commencing by a junction with