

The London Gazette

Published by Authority.

FRIDAY, NOVEMBER 21, 1902.

At the Court at *Windsor*, the 19th day of *November*, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

This day the Honourable Sir Richard John Cartwright, G.C.M.G., Minister of Trade and Commerce of the Dominion of Canada, was, by His Majesty's command, appointed a Member of His Majesty's Most Honourable Privy Council.

At the Court at *Windsor*, the 19th day of *November*, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have in pursuance of the Act of the sixth and seventh years of Her late Majesty Queen Victoria chapter thirty-seven duly prepared and laid before His Majesty in Council a scheme bearing date the thirtieth day of October, in the year one thousand nine hundred and two, in the words following, that is to say:—

"We, the Ecclesiastical Commissioners for England in pursuance of the Act of the sixth and seventh years of Her late Majesty Queen Victoria, chapter thirty-seven have prepared and now humbly lay before Your Majesty in Council the following scheme for authorizing the sale and disposal of certain property situate in the township of Helperby in the county of York now vested in us.

"Whereas under and by virtue of an indenture bearing date the thirty-first day of December one thousand eight hundred and seventy-nine and made between Thomas George Lofthouse of the first part Mark Mountain and Maria his wife of the second part, Charles Edward Paley of the third and fourth parts, David Ramsden William

Moore and Matthew Eglin the younger of the fifth part, Sarah Lambert, widow of the sixth part and us the Ecclesiastical Commissioners for England of the seventh part all and singular the lands specified in the first schedule to the said indenture and coloured green on the plan annexed thereto and also the sites of the several roads coloured brown on the said plan and known as the Green Lanes together with other hereditaments more particularly described in the said indenture became with their appurtenances and are now vested in us.

"And whereas the said lands and hereditaments are not subject to any outstanding beneficial lease or grant but are now in possession but on account of their character and situation the same are unsuitable and inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

"And whereas with a view to the advantageous appropriation of the same or of the proceeds thereof for the ultimate improvement of our common fund it is expedient that the said lands and hereditaments or such part or parts thereof as we shall at any time and from time to time think fit should be sold or disposed of and accordingly that we should be empowered to sell or dispose of our interest in the same or in any part or parts thereof in such manner as shall appear to us advisable.

"Now therefore we humbly recommend and propose that we may be authorized and empowered by instrument or instruments in writing duly executed according to law from time to time to sell or dispose of and duly to convey according to the provisions of the said Act the said lands and hereditaments so vested in us as aforesaid or any part or parts thereof with their appurtenances and all our estate right title and interest therein or in any part or parts thereof unto and to the use of any person or persons desirous or willing to purchase the same and his or their heirs executors administrators or assigns

or otherwise as he or they shall direct or appoint and for such consideration as shall upon due calculation and inquiry appear to us to be just and reasonable it being our intention to invest the proceeds of such sale from time to time as occasion may arise in the purchase of other lands tithes rent charges tenements or hereditaments or of some estate or interest therein convenient to be held by us for the purposes of the Acts by which our proceedings are governed as aforesaid, and in the meantime to invest the said proceeds in some Government or Parliamentary stock or other public securities in England.

“And we further recommend and propose that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid or any of them in accordance with the provisions of the said Acts or of any other Act of Parliament.

And whereas the said scheme has been approved by His Majesty in Council: now, therefore, His Majesty, by and with the advice of His said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same and every part thereof shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette pursuant to the said Act; and His Majesty, by and with the like advice, is pleased hereby to direct that this Order be forthwith registered by the Registrar of the diocese of York.

A. W. FitzRoy.

At the Court at Windsor, the 19th day of November, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the Burial Act, 1853, it was enacted that, in case it appeared to His Majesty in Council, upon the representation of one of His Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it should be lawful for His Majesty, by and with the advice of His Privy Council, to order that no new burial-ground should be opened in any city or town, or within such limits, without such previous approval, or (as the case might require) that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, should be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order and so from time to time as circumstances might require; provided always, that notice of such representation, and of the time when it should please His Majesty to order that the same be taken into consideration by the Privy Council, should be published in the London Gazette, and should be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation was so considered; provided also, that no such representation should be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation should have been given to the Incumbent and vestry clerk or churchwardens of such parish:

And whereas by the Burial Act, 1900, it was enacted that the powers and duties of the Secretary of State under the Burial Acts should be transferred to the Local Government Board:

And whereas the Local Government Board after giving to the Incumbents and the churchwardens of the parishes of Saint Mary, Willoughby Waterless, All Saints, Mathersea, and Saint Thomas, Brentwood, ten days' previous notice of their intention to make such representations, made representations stating that, for the protection of the public health, no new burial-grounds should be opened in the civil parishes of Willoughby Waterless, Mathersea, and Brentwood, without the previous approval of the Local Government Board, and that burials should be discontinued in the said parishes as hereinafter directed:

And whereas His Majesty was pleased, by His Order in Council of the fifteenth day of September last, to give notice of such representations, and to order that the same should be taken into consideration by a Committee of the Lords of His Majesty's Most Honourable Privy Council on the twenty-fifth day of October, one thousand nine hundred and two, and such Order has been published in the London Gazette, and copies thereof have been affixed, as required by the said Act:

Now, therefore, His Majesty, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, that no new burial-grounds shall be opened in the said civil parishes without the previous approval of the Local Government Board, and that burials in the said parishes shall be discontinued as follows, viz.:—

WILLOUGHBY WATERLESS.—Forthwith and entirely in the Parish Church of Saint Mary, Willoughby Waterless, in the county of Leicester; and in the churchyard after the twenty-fifth of March, one thousand nine hundred and three, except as follows:—

In the Blucke family vault, and in the walled grave belonging to the Jarvis family, which vault and grave are now existing in the said churchyard, burial may be allowed subject to the condition that every coffin buried in such vault or grave be separately enclosed by stonework or brickwork properly cemented.

MATTERSEA.—Forthwith and entirely in the Church of All Saints, Mathersea, in the county of Nottingham; and in the churchyard, except as follows:—

(a) In any vault or walled grave now existing in the said churchyard burial may be allowed subject to the condition that every coffin buried in such vault or grave be separately enclosed by stonework or brickwork properly cemented:

(b) In an earthen grave now existing in the said churchyard the burial may be allowed, at or below the depth of five feet from the surface of the ground, of the body of Mrs. George Frow at her decease:

(c) In the said churchyard in any grave spaces in which no interment has heretofore taken place, and which have been reserved and appropriated as burial places (with the exclusive right of burial therein) to and for Mr. James Swindin and Mrs. George Dean, the burial may be allowed, at or below the depth of five feet from the surface of the ground, of the bodies of the said persons on their decease.

BRENTWOOD.—Forthwith and entirely in the Parish Church of Saint Thomas, Brentwood,

in the county of Essex; and in the burial-grounds thereto adjoining and situate between the streets known as St. Thomas-road, Queen's-road, and Alfred-road, except as follows:—

(a) In any vault or walled grave now existing in the said burial grounds, burial may be allowed subject to the condition that every coffin buried in such vault or grave be separately enclosed by stonework or brickwork properly cemented:

(b) In any earthen grave now existing in the said burial-grounds, the burial may be allowed, at or below the depth of five feet from the surface of the ground, of the body of any member of the family of the person or persons heretofore buried in such grave.

A. W. FitzRoy.

At the Court at *Windsor*, the 19th day of *November*, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS, by the Burial Act, 1853, it was enacted that, in case it appeared to His Majesty in Council, upon the representation of one of His Majesty's Principal Secretaries of State, that, for the protection of the public health, the opening of any new burial-ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial-grounds or places of burial, should be wholly discontinued, or should be discontinued subject to any exception or qualification, it should be lawful for His Majesty, by and with the advice of His Privy Council, to order that no new burial-ground should be opened in any city or town, or within such limits, without such previous approval, or (as the case might require) that, after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, should be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances might require; provided always, that notice of such representation, and of the time when it should please His Majesty to order that the same be taken into consideration by the Privy Council, should be published in the *London Gazette*, and should be affixed on the doors of the churches or chapels of, or on some other conspicuous places within the parishes affected by such representation, one month before such representation was so considered; provided also that no such representation should be made in relation to the burial ground of any parish until ten days' previous notice of the intention to make such representation should have been given to the Incumbent and vestry clerk or churchwardens of such parish.

And whereas, by the Burial Act, 1855, it was, amongst other things, enacted that it should be lawful for His Majesty, by and with the advice of His Privy Council, from time to time to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, should or should not have arrived), as to His Majesty, with such advice as aforesaid, might seem fit.

And whereas, by the Burial Act, 1900, it was enacted that the powers and duties of the Secretary of State should be transferred to the Local Government Board.

And whereas, the Local Government Board, after giving to the Incumbent and the churchwardens of the parish of Saint Catherine, Nottingham, ten days' previous notice of their intention to make such representation, made a representation stating that they were of opinion that so much of the Order in Council of fourth April, one thousand eight hundred and fifty-six, as relates to the Saint Anne's Cemetery (now known as Saint Catherine's Cemetery) in the city of Nottingham, should be varied as hereinafter set forth.

And whereas, His Majesty was pleased by His Order in Council of the fifteenth day of September, one thousand nine hundred and two, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of His Majesty's Most Honourable Privy Council, on the twenty-fifth day of October, one thousand nine hundred and two, and copies thereof have been affixed as required by the said first recited Act.

Now, therefore, His Majesty, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, that so much of the Order in Council of the fourth April, one thousand eight hundred and fifty-six, as relates to the said cemetery be varied as follows, viz:—

NOTTINGHAM.—(a) That so much of the Order in Council of the fourth of April, one thousand eight hundred and fifty-six, as, in relation to the Saint Anne's Cemetery (now known as Saint Catherine's Cemetery) in the city of Nottingham, directs that the regulations for new burial grounds, with respect to the re-opening of graves, and laying out of new graves, be observed, should cease to have effect.

(b) That in other respects the said Order in Council, in relation to the said Cemetery, should be varied and should have effect so as to direct that, except as hereinafter provided, burials, in the said Cemetery be discontinued forthwith and entirely;

Provided that, in an earthen grave now existing in the said Cemetery and containing the remains of two members of the Curzon family, the burial may be allowed, at or below the depth of five feet from the surface of the ground, of the body of any other member of the said family.

A. W. FitzRoy.

At the Court at *Windsor*, the 19th day of *November*, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the Merchant Shipping Act, 1894, it is provided that where rules are not and cannot be made under the authority of any local Act concerning lights and signals to be carried, or the steps for avoiding collision to be taken, by vessels navigating the waters of any barbour, river, or other inland navigation, His Majesty in Council, on the application of any person having authority over such waters, or, if there is no such person, any person interested in the navigation thereof, may make such rules, and those rules shall, as regards vessels navigating the said waters, be of the same force as if they were part of the collision regulations:

And whereas rules are not and cannot be made under the authority of any local Act concerning lights and signals to be carried, or the steps for avoiding collision to be taken by vessels navigating the waters of Lake Windermere:

And whereas application has been made that such rules may be made for vessels navigating the waters of Windermere:

And whereas the provisions of Section One of The Rules Publication Act, 1893, have been complied with:

Now, therefore, His Majesty, by virtue of the powers in Him vested by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to make the rules which are set forth in the Schedule hereto, and to direct that the same shall come into force from the date of this Order.

A. W. FitzRoy.

SCHEDULE,
Preliminary.

These Rules shall be followed by all vessels upon Lake Windermere and in all waters connected therewith, navigable by vessels.

The word "vessel" shall include any ship or boat or any other description of vessel used in navigation.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground.

Rules concerning Lights, &c.

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

ART. 1. The Rules concerning lights shall be complied with in all weathers from sunset to sunrise.

ART. 2. A steam vessel when under way shall carry:

(a.) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than the breadth of the vessel, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least two miles.

(b.) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least one mile.

(c.) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least one mile.

(d.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ART. 3. A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than six feet apart. Each of these lights shall be of the same construction and

character, and shall be carried in the same position as the white light mentioned in Article 2 (a).

ART. 4. A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white light mentioned therein, which they shall never carry.

ART. 5. Steam vessels of less than forty, and vessels under oars or sails of less than twenty, tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a) (b) and (c), but if they do not carry them they shall be provided with the following lights:—

1. Steam vessels of less than forty tons shall carry:—

(a.) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least two miles.

(b.) Green and red side lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than three feet below the white light.

2. Small steam launches may carry the white light at a less height than nine feet above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision one (b).

3. Vessels under oars or sails, of less than twenty tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

ART. 6. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

ART. 7. A vessel, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

This article shall not apply to vessels and boats when at their permanent recognized moorings, if those moorings are out of the fairway.

ART. 8. Every vessel shall in fog, mist, snow or heavy rain storms go at a moderate speed, having careful regard to existing circumstances and conditions, and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision. Every vessel shall in fog, mist, snow or heavy rain storms blow the steam whistle or sound the foghorn at frequent intervals.

Steering and Sailing Rules.

ART. 9. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz:—

(a.) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b.) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack,

(c.) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(e.) A vessel which has the wind aft shall keep out of the way of the other vessel.

ART. 10. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

ART. 11. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

ART. 12. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

ART. 13. If a steam vessel is under any circumstances unable to manoeuvre as required by these Rules, she shall sound four short blasts to indicate "I am unable to give way." It shall then be the duty of the other vessel or boat to keep clear.

ART. 14. Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed, unless a reduction of speed or deviation of course is necessary to avoid collision.

ART. 15. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

ART. 16. Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

ART. 17. Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

ART. 18. When two steam vessels are approaching a pier from opposite directions, and at nearly equal distances from the pier, the steamer from Lake Side is to give way, so as to allow the down steamer to go alongside first, but if any doubt should exist as to this through miscalculation of distance, the down steamer shall sound one prolonged blast to indicate "I am going alongside the pier"; the steamer from Lake Side to answer by three short blasts.

ART. 19. No two steam vessels shall pass within half a steamer's length of each other, except when leaving or approaching a pier.

ART. 20. The steam whistle shall be blown once by every steam vessel when starting from any pier.

ART. 21. As far as possible vessels shall pass astern of the steam ferry boat plying between the Ferry Hotel and the Ferry Nab when crossing the lake, and no vessel shall pass nearer such ferry boat than fifty yards when passing ahead of the same, nor pass ahead of such ferry boat when the same is approaching and within one hundred yards of the shore.

ART. 22. No steam vessel shall pass through what are known as "the Narrows" in the neighbourhood of Belle Isle at a greater rate of speed than six miles an hour, and for the purpose of this article "the Narrows" on the eastern side of the lake shall be deemed to include the portions of the lake between a straight line drawn from the North end of Belle Isle to Fallbarrow Point and a line from the Boathouse Quay on Belle Isle

South of Snak Holme to Kitty Wood on the Eastern shore of the lake; and on the West side of the lake between a straight line from the North end of Belle Isle to the Western shore of the lake and a line from the South-Eastern end of Belle Isle to the Ferry Hotel Pier.

ART. 23. In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

At the Court at Windsor, the 19th day of November, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second section of the Merchant Shipping Act, 1894, it is enacted that a Pilotage Authority may, by Bye-laws made under Part X of that Act, do all or any of the things specified in section five hundred and eighty-two:

And whereas by the five hundred and eighty-third section of the said Act it is provided that Bye-laws so made shall not take effect until they are submitted to His Majesty in Council and confirmed by Order in Council:

And whereas the Commissioners for improving the Port and Harbour of Limerick as the Pilotage Authority for that Port have made and submitted for the consent of His Majesty certain Bye-laws, which proposed Bye-laws are set forth in the Schedule hereto annexed:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to His Majesty that the proposed Bye-laws are proper and reasonable:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve of and doth by this Order confirm the Bye-laws set forth in the Schedule hereto annexed.

A. W. FitzRoy.

SCHEDULE.

Bye-laws made by the Limerick Harbour Commissioners as the Pilotage Authority for the Limerick Pilotage District pursuant to the Merchant Shipping Act, 1894.

No. 1. Any master or mate of a vessel who holds a Pilotage Certificate granted by the Limerick Harbour Commissioners (hereinafter called the Board) or by the Board of Trade under Part X of the Merchant Shipping Act, 1894, to enable him to pilot his vessel within any portion of the district under the jurisdiction of the Board, shall, for every time he may navigate his vessel with passengers on board within the waters of the district over which he is certificated, pay into the Limerick Pilotage Fund a sum not exceeding Five per cent. of the amount of pilotage to or from Scatterry which the vessel of which he is in charge would have paid had the services of a Licensed Pilot been engaged, such contribution not to exceed five pounds per annum, and every such master or mate shall, within a month of the thirtieth June and the thirty-first December in each year, make a return to the Secretary of the Board of Pilotage of services rendered by him during the previous six months, but such payment shall not entitle any such master or mate to a participation in any of

the benefits of the said Fund (this Bye-Law does not apply to masters or mates holding Pilotage Certificates and trading only on the Shannon).

No. 2. Every such master or mate certificated by the Board shall pay the Secretary of the Board a sum of two pounds two shillings for every such certificate and a sum of one pound one shilling for every renewal thereof and such fees (after deducting any expenses incurred by the Board in and about the examination of the persons so certificated) shall be put by the Secretary of the Board to the credit of the Pilotage Fund of the Limerick Harbour Pilotage District.

Privy Council Office, November 21, 1902.

MERCHANT SHIPPING ACT, 1894.

Notice is hereby given that, after the expiration of forty days from the date hereof, it is proposed to submit to His Majesty in Council, in pursuance of the above-mentioned Act, the draft of an Order in Council approving a Bye-law made by the Newport (Mon.) Pilotage Board dealing with Pilotage Rates, &c., at that port.

And notice is hereby further given that, in accordance with the provisions of the Rules Publication Act, 1893, copies of the proposed draft Order in Council can be obtained by any public body, within forty days of the date of this notice, at the Privy Council Office, Whitehall.

*India Office, Whitehall, London,
November 19, 1902.*

The following Despatch has been received by the Secretary of State for India from Major-General O'M. Creagh, V.C., C.B., Commanding the British Contingent, China Force:—

Head-Quarter Staff Office,
British Contingent, China Force,
Tientsin, September 24, 1902.

From Major-General O'Moore Creagh, V.C., C.B., Commanding British Contingent, China Force,

To the Right Honourable The Secretary of State for India, India Office, London.

MY LORD,

I have the honour to submit the following Report on the Field Operations of the Force in North China since July 21, 1901, on which date I took over command from Lieutenant-General Sir A. Gaselee, G.C.I.E., K.C.B., up to the date of reduction, which was completed on September 20, 1902.

1. In accordance with the decision of the Allied Commanders, Peking was evacuated, except by the Legation Guards, on August 14, 1901, exactly one year after the taking of the city, and the troops of all contingents were gradually reduced during the Autumn to approximately the strength decided on for "the period of transition." The British Force left consisted of

Cavalry.—3rd Bombay Cavalry; 16th Bengal Lancers.

Artillery.—B Battery Royal Horse Artillery; No. 12 Field Battery Royal Field Artillery; No. 3 Section 1-pr. Vickers-Maxim Royal Artillery; No. 4 Section 1-pr. Vickers-Maxim Royal Artillery; No. 5 Section 1-pr. Vickers-Maxim Royal Artillery; No. 7 Section 1-pr. Vickers-Maxim Royal Artillery; R.2 Ammunition Column Unit; R.7 Ammunition Column Unit; 1 Company Southern Division Royal Garrison Artillery.

Royal Engineers.—No. 4 Company Bengal Sappers and Miners; No. 2 Company Bombay

Sappers and Miners; No. 44 Company Royal Engineers; Telegraph Section Bengal Sappers and Miners; Balloon Section Bengal Sappers and Miners; Photo-Litho Section Bombay Sappers and Miners; Printing Section Bombay Sappers and Miners; Royal Engineers Field Park.

Infantry.—4 Companies 2nd Battalion Royal Welsh Fusiliers; 7th Rajputs; 14th Sikhs; 4th Punjab Infantry; 1st 4th Gurkhas; 2nd Rajputs; 30th Baluchis; 31st Burma Light Infantry; 1st Chinese Regiment.

Hospitals.—British Base Hospital; A. 15 British Field Hospital; B. 15 British Field Hospital; A. 16 British Field Hospital; B. 16 British Field Hospital; B. 22 British Field Hospital; A. 39 Native Field Hospital; C. 39 Native Field Hospital; A. 41 Native Field Hospital; B. 41 Native Field Hospital; D. 43 Native Field Hospital; A. 47 Native Field Hospital; D. 47 Native Field Hospital; A. 51 Native Field Hospital; C. 51 Native Field Hospital; D. 51 Native Field Hospital; C. 54 Native Field Hospital; A. B. C. 57 Native Field Hospital; 1 Section 61 Native Field Hospital; A. B. C. D. 63 Native Field Hospital; B. C. D. 69 Native Field Hospital; Native General Hospital; Right Wing No. 3 Native General Hospital; Left Wing No. 3 Native General Hospital.

Miscellaneous.—Indian Ordnance Department; Army Veterinary Department; Supply and Transport Department; Indian Postal Department; Remount Department; British Signalling Unit.

In addition to the above there were the usual details of the Supply and Transport Corps, Postal, Ordnance, and Veterinary Departments with Staff—Personal, General and Railway. All these troops have now left and the Force has been reduced to the "Permanent Garrison."

2. Throughout this period (the transition) the British Contingent in Chih-li has had to guard and police the whole of the railway stations from Peking to Tientsin, and from there to Taku and Shan-hai-Kuan, as well as to contribute considerably to the policing of the large territories and city under the Provisional Government, together with the entire responsibility for the protection of the line of railway between Cha-ting and Ku-yeh. It has had very heavy patrol duties by day and night in all weathers, a very trying work when the severe climate of North China is taken into consideration.

3. Though carrying out these arduous duties under exactly similar conditions to actual service in the field, the troops therein engaged have not enjoyed the countervailing excitement of any actual encounter with an enemy, their operations have been confined almost entirely to an occasional surprise of railway wreckers or robbers by a patrol, while the only actual fighting has been between small parties of the troops detailed for patrol duties under the Tientsin Provisional Government with bands of armed brigands, in which encounters they have invariably shown great gallantry.

4. In this connection I would specially bring to your Lordship's notice the operations of a small detachment of the 4th Punjab Infantry under Lieutenant Hall, 34th Punjab Pioneers, on December 17, 1901, in which he succeeded in accounting for a band of fifteen brigands, capturing four and only allowing one to escape. The fight lasted nearly twelve hours, the brigands being strongly posted in buildings and having unlimited rifles, revolvers and ammunition, and having to be burnt out. This Lieutenant Hall succeeded in effecting without having a single casualty in his detachment, and was thanked by a special "Ordre du jour" of the Provisional Government (copy attached).

His Excellency the Commander-in-Chief in India also expressed his appreciation of the thoroughness with which Lieutenant Hall carried out this operation.

Moreover the troops in occupation had to be constantly prepared to meet advances of organized robbers from outside the Great Wall, who continually approached in bands of from 500 upwards.

5. The Provisional Government of Tientsin, which had administered that district since the capture of Tientsin city on July 13, 1900, was dissolved on August 15, 1902, and the city and district made over to the Chinese.

6. In the face of many difficulties I venture to say that no similarly constituted international administration of an entirely ephemeral nature, always in ignorance of the duration of its existence, could have governed a district more equitably and successfully and have carried on in such a short time and under such unfavourable conditions, the great public works and sanitary improvements, which have been executed by the Tientsin Provisional Government, with employes drawn from all classes and all nations, whose zeal, owing to the uncertainty of their employment, could scarcely be expected to be up to the standard of men permanently engaged and with a hope of making an assured career for themselves. Not only in the execution of important public works, but also in the maintenance of law and order in the district, and in grappling with and overcoming a serious cholera epidemic, the Tientsin Provisional Government has done good work, and been an object-lesson in good government to the Chinese, a proof of which is that the Chinese Viceroy, Yuan Shih-k'ai has agreed to take over *en bloc* their Chinese Police, Treasury, Public Works and Sanitary Establishments, and announces that he will continue them on the same lines. It may, therefore, I think, be assumed that China will derive permanent good from the the works of this Government, which has, moreover, given security and freedom from insult to the foreign population such, as many admit, they have not enjoyed before. In addition, I may add that the Tientsin Provisional Government, on the failure to do so of the Chinese, undertook to carry out the destruction of the forts between Peking and the sea, in accordance with protocol of September, 1901. These forts were in the possession of troops of all nations, which rendered the work difficult, and required much tact in the officer in charge, Captain Rolland, Royal Engineers, who carried it out most successfully, and without accident or controversy. Altogether 18 large forts and 53 camps were razed.

8. The Government also suppressed piracy on the Pei Ho River, which had been from time immemorial a standing hindrance to trade. Major Ducat, Poona Horse, is to be mainly credited for this good work, which is appreciated by every merchant in Chih-li. It was a most arduous and dangerous work well carried out.

9. The next important work, and almost entirely a British one, is the administration of the Peking-Tientsin-T'angku-Shan-hai-Kuan railway line, which has continued most satisfactorily during this period. Heavy troop traffic, due to the evacuation last Autumn, was worked without a hitch, and the requirements of all the Allies were met.

At first large portions of railway lands were in occupation of the various contingents, but these have gradually been vacated until the only lands left occupied now are comparatively small portions at Tientsin (under adjudication), T'angku and Shan-hai Kuan (under adjudication).

10. Throughout, the relations between the railway and all contingents have been uniformly of a most cordial nature, due to a large extent to the hearty co-operation of the German and Japanese Deputy Directors, Captains Hörne and Yamakoshi. Friendly relations have also been maintained with the two foreign railways which connect with the Peking-Shan-hai-Kuan line, viz., the Belgian line on the one side, and the Manchurian line, under the Russians, on the other.

11. All the most serious damage caused by the Boxers, including the destruction of rolling stock, has been made good, while several new works have been carried out, the most important of which are the 6-mile extension to the Legation Quarter, now known as the Ch'ien Men Station, the 13-mile extension to T'ung Chou, and various sidings, aggregating 15 miles, and 4 crossing stations to meet the increased traffic.

12. There have been no serious attempts to wreck the line, there being no opportunity for such, owing to the extreme vigilance of our patrols, which has to be unceasingly exercised, as the Chinese steal the smallest articles from the track itself, such as spikes and fish-bolts.

The line has, however, been singularly free from accidents, and in no case since I assumed command has there been a serious one, or one attended with the death of a passenger on the train.

In addition to the military, the railway has had to meet a very heavy civil traffic. In 1898 it was estimated that the railway earnings between Peking and Shan-hai Kuan would average \$211,000 a month, and the working expenses \$150,000. Since July, 1901, the earnings have averaged \$308,000, and the working expenses \$128,000—the latter in spite of the fact that repairs have been exceptionally heavy, and that the salaries of all the entire military staff, which it was necessary to employ, owing to increased foreign passenger traffic, have been included in the working expenses. The revenue of the line has not only paid the working expenses, but it has paid \$500,000 towards repairing Boxer damage, has expended \$1,200,000 on new works, and has paid the bondholders interest amounting to £115,000.

Among minor improvements, it may be remarked that on the 31st March last, for the first time in the history of the line, trains ran through between Peking and Shan-hai-Kuan in one day.

I hope your Lordship will concur in thinking with me that the above results are highly creditable to the British railway administration.

13. The Engineer, Transport and Supply, Post Office, Army Veterinary Department, and Ordnance Departments have all worked well. The force being, however, confined to the railway, most of these departments have not had as much heavy work as they would have otherwise had.

As Garrison Engineer, Tientsin, Captain Picton, Royal Engineers, has however had much hard work in dealing with landowners, householders, merchants, and allied officers, and has done it well.

Similarly Captain Woods, S.O.O., has had much hard work in improving mounted infantry equipment and in unforeseen repairs. He has had in fact to turn his ordnance dépôt into a small field service gun carriage factory to meet sudden requirements, and he has done it well. His services have been invaluable.

14. The Intelligence Branch under Major Wingate has worked well and unceasingly, and collected and collaborated many valuable maps and much valuable information. Major Wingate has been in China since 1897, and has a very

great knowledge of the country. He knows the language, and is friendly with many Chinese of note. He is indefatigable, and takes great interest in the work, in which he has been most successful. I recommend him for your Lordship's consideration.

15. The Medical Department, during this period, has been indefatigable in the prevention of disease. To the constant vigilance of Colonel O'Connor, C.B., Principal Medical Officer, and the Officers serving under him, in attending to everything that could promote the health and secure the comfort of the men, must be to a great extent ascribed the excellent health enjoyed by both troops and followers, and their immunity from outbreaks of plague, small-pox, and cholera which were raging in epidemic form in many districts during the year; while their care, skill, and attention to the sick reduced the death rate in the Force to a remarkably small figure.

16. The health and discipline of the troops, both in Chih-li and Shanghai, has left nothing to be desired.

17. I am glad to say our relations with the other contingents have remained most friendly throughout the year. In maintaining this state of affairs I have been greatly assisted by the Officers of the Staff and Officers commanding regiments. From the nature of their duties in sedentary detached posts these latter have not had any opportunity of doing anything of a special nature beyond, of course, the fact that to them must be attributed mainly the perfect discipline which has characterized the troops during the period under report.

18. The Marine Transport Department did excellent service under Commander Elderton, D.S.O., Royal Indian Marine, an extremely efficient Officer.

19. Besides the Officers mentioned in the above report, viz. :—

Colonel O'Connor, C.B., Principal Medical Officer; Major Ducat, Indian Staff Corps; Major Wingate, Indian Staff Corps Intelligence Officer; Captain Rolland, Royal Engineers; Captain Picton, Royal Engineers; Captain Woods, Royal Artillery Ordnance Officer; Captain Yamakoshi, Imperial Japanese Army; Captain Hoernle, Imperial German Army; Lieutenant Hall, 34th Pioneers; Commander Elderton, D.S.O., Royal Indian Marine.

I would bring the services of the following Officers to your Lordship's notice, for special good work :—

Staff :—

Colonel O'Sullivan, Royal Engineers, Chief Staff Officer, who has had varied and difficult duties, being my delegate on the Provisional Government, from the 1st December, 1901, till its dissolution on the 14th August, 1902.

Brevet Lieutenant-Colonel Bower, Indian Staff Corps, who was my delegate on the Provisional Government, from the 21st July, 1901, till the 30th November, 1901.

Major Drake Brockman, Indian Staff Corps, Deputy-Assistant Quartermaster-General, has had much hard work in connection with movement of troops. He is an excellent Staff Officer, who has done excellent work.

Major Grimston, Indian Staff Corps, Deputy-Assistant Adjutant-General, is a tactful and good Staff Officer, whose advancement would be for the good of the State.

Captain Fane, Indian Staff Corps, was Provost-Marshal and Police Commissioner in Tientsin. His duties were of a most anxious, important, and difficult nature, and he carried them out with tact and untiring energy, and contributed greatly to the good relations which have existed between

the various nationalities, military and civil, in Tientsin.

Captain Rose, Indian Staff Corps, similarly did good work at Shanghai; but there matters were in a more settled state than at Tientsin.

Captain Forteach, Indian Staff Corps, and Major Erck, Indian Staff Corps, have done well in the Supply and Transport Department. The latter Officer was very useful in engaging Chinese coolies, and in dealing with the natives of the country.

Captain Axe, Army Veterinary Department, has done good work, and is a most efficient Officer.

Lieutenant Mainprise, Royal Engineers, is an excellent Officer, who has done good work.

Company Sergeant-Major Withers, Royal Engineers. His technical knowledge and tact have been most useful.

Staff-Sergeant Wells, Supply and Transport Corps, has done good work.

20. Of the British Railway Administration, whose work I have succinctly described in para. 9, I desire to bring specially to notice the services of the following Officers :—

Lieutenant-Colonel C. A. R. Browne, Royal Engineers, the Director. This Officer's services have been invaluable. He is an able administrator, tactful and discreet.

Of the services of Majors Dunsterville, Indian Staff Corps, Dick, Indian Staff Corps, and Captain Kell, South Staffordshire Regiment, Railway Staff Officers, I cannot speak too highly. Their tact, knowledge of foreign languages and invariable courtesy, at all times and to all people, have been of the greatest assistance in keeping up, uninterruptedly, good relations with all nationalities, and they have carried out their heavy railway and other duties to my complete satisfaction. In the state of affairs which have existed these duties have been as varied as original.

Of the Civil Staff Mr. Biernacki, of the Indian P.W.D., has been most efficient as locomotive superintendent.

To the loyal assistance of Mr. J. E. Foley and Mr. A. G. Cox, Engineer-in-Chief (both in the service of the Imperial Chinese Railway) the Railway Administration is much indebted.

Captain P. G. Twining, Royal Engineers, only served under me from the 21st July, 1901, to the end of August, 1901, but I think it right to bring to your Lordship's notice his work, as, but for his skill in originally organizing the Locomotive Department, patching up engines, &c., with scant materials, and in record time, that department could not have been the success it has been, as it worked on the foundations which he had laid.

I have, &c.,

O'M. CREAGH, Major-General,

Commanding China Force.

Conseil du Gouvernement Provisoire du District de Tientsin.

Tientsin Chine,

Le 20 Decembre, 1901.

Ordre du Jour.

Le Conseil du Gouvernement Provisoire du District de Tientsin adresse ses félicitations au 2e Lieutenant Hall, du 34e Pioneers Adjoint au Chef du District de Chun-liang-Cheng, pour les habiles dispositions qu'il a su prendre le 17 Décembre en vue de la capture d'une bande de 15 brigands qui opérait dans le voisinage du Chef-lieu District.

Ses efforts ont été couronnés de succès: 9 brigands ont été tués, 4 faits prisonniers, 1 est mort dans l'incendie de la maison où ils s'étaient retranchés, et un seul a pu s'échapper.

Grâce aux précautions prises par le Lieutenant Hall, les troupes de Police du Gouvernement Provisoire n'ont subit aucune perte.

Le Conseil a chargé le Colonel O'Sullivan de recommander d'une façon toute spéciale le Lieutenant Hall à la bienveillante attention du Général Commandant la Brigade d'occupation Anglaise.

pour Les Membres du Conseil,
MAJOR-GENERAL DE WOGACK,
Membre de Service.

True copy.
O'M. CREAGH, Major-General.

Westminster, November 18, 1902.

This day the Lords being met a message was sent to the Honourable House of Commons by the Gentleman Usher of the Black Rod, acquainting them, that *The Lords authorized by virtue of a Commission under the Great Seal, signed by His Majesty, for declaring His Royal Assent to the Acts agreed upon by both Houses, do desire the immediate attendance of the Honourable House in the House of Peers to hear the Commission read;* and the Commons being come thither, the said Commission, empowering the Lord Archbishop of Canterbury, and several other Lords therein named, to declare and notify the Royal Assent to the said Acts, was read accordingly, and the Royal Assent given to

Gas and Water Orders Confirmation (No 1) Act, 1902.

Gas and Water Orders Confirmation (No. 3) Act, 1902.

Lanarkshire (Middle Ward District) Water Order Confirmation Act, 1902.

Dumbarton Corporation (Further Powers) Order Confirmation Act, 1902.

Wick Burgh Extension Order Confirmation Act, 1902.

Richmond Petersham and Ham Open Spaces Act, 1902.

South Eastern and London Chatham and Dover Railways Act, 1902.

Baker Street and Waterloo Railway Act, 1902.

Charing Cross, Euston, and Hampstead Railway Act, 1902.

Edgware and Hampstead Railway Act, 1902.

North West London Railway Act, 1902.

Brompton and Piccadilly Circus Railway Act, 1902.

Bexhill and Rotherfield Railway (Abandonment) Act, 1902.

Lord Chamberlain's Office, St. James's Palace,
November 17, 1902.

The KING has been pleased to appoint Frederic, Lord Wolverton, to be Vice Chamberlain of His Majesty's Household, in the room of Sir Alexander Acland Hood, Bart., M.P., resigned.

Lord Chamberlain's Office, St. James's Palace,
November 15, 1902.

The KING has been pleased to appoint the Reverend Canon Augustus Jessop, D.D., Rector of Scarning, East Dereham, to be one of the Chaplains in Ordinary to His Majesty, in the room of the Reverend Canon Joseph Armitage Robinson, D.D., resigned, on his appointment as Dean of Westminster.

No. 27497.

B

Earl Marshal's Office,
August 9, 1902.

The name of "William Francis Henry, Earl of Londesborough," should be inserted in the list of Peers which appeared in the Supplement to the London Gazette of 28th October, 1902, who performed the Homage at Their Majesties' Coronation, between those of Cornwallis, Earl de Montalt, and Charles Robert, Earl Carrington, G.C.M.G. (P.C.).

Foreign Office,
October 31, 1902.

The KING has been graciously pleased to appoint Arthur Louis Keyser, Esq., to be His Majesty's Consul for the Provinces of Cadiz, Huelva, Seville, and Cordova, to reside at Cadiz.

Foreign Office,
November 8, 1902.

The KING has been pleased to approve of—
Mr. Edgar Tripp as Consul of Sweden and Norway at Port of Spain, for the Island of Trinidad; and
Mr. George Jamieson as Vice-Consul of Germany at Wick, for Wick, Thurso, Lybster, and Helmsdale.

Downing Street,
November 19, 1902.

The KING has been pleased to approve the appointment of Robert Gordon Shewan, Esq., to be an Unofficial Member of the Legislative Council of the Colony of Hong Kong.

EXPLOSIVES ACT, 1875.

In virtue of the powers conferred on me by section 53 of the Explosives Act, 1875, I, the Right Honourable Aretas Akers-Douglas, being one of His Majesty's Principal Secretaries of State, hereby appoint Sergeant Bernard O'Connor, of the Royal Irish Constabulary, an Inspector for Ireland under the said Act, and hereby direct him to exercise only such powers, and to perform such duties under the said Act, as I shall from time to time assign to him.

Whitehall, 20th November, 1902.

Board of Trade (Fisheries and Harbour
Department), London, November 19, 1902.
H. 16265.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch, dated November 13, from His Majesty's Representative at Lisbon, intimating that the Portuguese Board of Health have declared Jaffa and Beyrout infected with cholera, and the port of Victoria (Brazil) infected with bubonic plague.

Board of Trade (Fisheries and Harbour
Department), London, November 20, 1902.
H. 16272.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated November 19, from His Majesty's Representative at Constantinople:—"Quarantine against Egypt reduced to seven days."

Board of Trade (Fisheries and Harbour Department), London, November 21, 1902.
H. 16322.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of the following Telegram, dated November 20, from His Majesty's Representative at Athens:—
"Quarantine reduced to seven days against Egypt."

Admiralty, 18th November, 1902.

The undermentioned Staff Paymasters have been advanced to the rank of Fleet Paymaster in His Majesty's Fleet:—

Joseph Green.

Dated 26th August, 1902.

William Le Geyt Pullen.

Dated 26th September, 1902.

Thomas John Stovin.

Dated 10th November, 1902.

The undermentioned Paymasters have been advanced to the rank of Staff Paymaster in His Majesty's Fleet:—

Herbert Kennedy Horsey.

Dated 1st October, 1902.

George Hughlings Armstrong Willis.

Dated 1st October, 1902.

Charles James Ferguson.

Dated 9th October, 1902.

Edward William Keey.

Dated 11th October, 1902.

Augustus Henry Brigstocke.

Dated 11th November, 1902.

James Murray.

Dated 18th November, 1902.

Clerk Ernest William Cox has been promoted to the rank of Assistant-Paymaster in His Majesty's Fleet. Dated 13th November, 1902.

Admiralty, 19th November, 1902.

Sub-Lieutenant Thomas Reginald Gill O'Connor has been promoted to the rank of Lieutenant in His Majesty's Fleet. Dated 15th November, 1902.

Assistant Engineer for temporary service, William James Ford, has been promoted to the rank of Engineer on the Permanent List of His Majesty's Fleet. Dated 1st November, 1902.

Gunner William Ferbrache has this day been promoted to the rank of Chief Gunner in His Majesty's Fleet. Dated 17th November, 1902.

Royal Marine Light Infantry.

Major Schofield Patten Peile, C.B., to be Lieutenant-Colonel by Brevet under the provisions of Her late Majesty's Order in Council of 19th March, 1883. Dated 20th November, 1902.

Captain Horace Carlyon Evans, from Seconded List, to be Supernumerary to the Establishment. Dated 1st November, 1902.

Royal Naval Reserve.

In accordance with the Regulations for the Royal Naval Reserve—

Lieutenant Robert Greay has been placed on the Retired List, at his own request, with permission to assume the rank of Commander in the Royal Naval Reserve. Dated 17th November, 1902.

War Office, Pall Mall,

21st November, 1902.

5th Dragoon Guards, The second Christian name of Second Lieutenant R. H. Brand, which appeared in the Gazette of 25th March, 1902, is "Harvey," and not as therein stated.

6th Dragoon Guards, Lieutenant Robert H. Style resigns his Commission. Dated 22nd November, 1902.

2nd Dragoons, Second Lieutenant E. H. Bonham to be Lieutenant, vice G. G. Middleton, promoted. Dated 2nd August, 1902.

8th Hussars, Second Lieutenant H. C. Malet to be Lieutenant, vice G. B. T. Metcalfe, seconded. Dated 16th July, 1902.

10th Hussars, Gentleman Cadet William Otter Gibbs, from Royal Military College, to be Second Lieutenant, in succession to Lieutenant A. L. Cave, promoted. Dated 22nd November, 1902.

11th Hussars, Captain Thomas A. Salt to be Major, vice E. S. E. Harrison, D.S.O., deceased. Dated 2nd November, 1902.

Captain Sidney V. Occleston resigns his Commission. Dated 22nd November, 1902.

Supernumerary Captain Thomas T. Pitman to be Captain, vice S. V. Occleston. Dated 22nd November, 1902.

12th Lancers, Lieutenant William M. Burrell to be Captain, on augmentation. Dated 22nd November, 1902.

16th Lancers, Lieutenant Henry Lewis resigns his Commission. Dated 22nd November, 1902.

20th Hussars, The following notification is substituted for that which appeared in the Gazette of 16th September, 1902:—

Second Lieutenant C. F. Alleyne resigns his Commission. Dated 17th September, 1902.

Provisional Regiment of Lancers, Brevet Lieutenant-Colonel Charles J. Briggs, 1st Dragoon Guards to command the Regiment. Dated 1st November, 1902.

THE IMPERIAL YEOMANRY (IN SOUTH AFRICA).

Temporary Major S. J., Lord Lovat, C.B., D.S.O., Captain 113th and 114th Companies, relinquishes his Commission, and is granted the honorary rank of Major in the Army, with permission to wear the uniform of the Corps. Dated 11th July, 1902.

12th Battalion, The date of the relinquishing of his Commission by Captain G. C. Buxton and of the grant of the honorary rank of Captain in the Army is 19th August, 1901, and not as stated in the Gazette of 4th November, 1902.

17th Battalion, The date of the resignation of his Commission by Lieutenant H. L. Watt, and of the grant of the honorary rank of Lieutenant in the Army is 20th April, 1902, and not as previously stated.

24th Battalion, The date of the relinquishing of his Commission by Captain F. Jenkins and of the grant of the honorary rank of Captain in the Army is 1st October, 1902, and not as previously stated.

27th Battalion, Temporary Lieutenant-Colonel T. A. Wight-Boycott, D.S.O., Commanding the Battalion, relinquishes his Commission, and is granted the honorary rank of Lieutenant-Colonel in the Army, with permission to wear the uniform of the Corps. Dated 18th November, 1902.

Temporary Major Fitz J. Fleming, Second in Command, relinquishes his Commission. Dated 18th November, 1902.

Captain J. H. Stewart, the West India Regiment, relinquishes the appointment of Captain and Adjutant. Dated 18th November, 1902.

Captain C. Hunt relinquishes his Commission, and is granted the honorary rank of Captain in the Army, with permission to wear the uniform of the Corps. Dated 18th November, 1902.

The undermentioned Lieutenants relinquish their Commissions, and are granted the honorary rank of Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 18th November, 1902:—

G. MacCallum.
J. A. Smithwick.
R. E. M. Taylor.
H. E. Corner.

Lieutenant H. H. Covell relinquishes his Commission. Dated 18th November, 1902.

Temporary Lieutenant L. C. H. Muller, Quartermaster, relinquishes his Commission, and is granted the honorary rank of Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 18th November, 1902.

Lieutenant T. H. Marmion relinquishes his Commission. Dated 18th November, 1902.

Temporary Veterinary-Lieutenant L. M. Verney relinquishes his Commission. Dated 23rd November, 1902.

28th Battalion, Temporary Lieutenant-Colonel J. G. Turner, Major Indian Staff Corps, relinquishes the command of the Battalion. Dated 21st October, 1902.

Captain F. T. T. Moore, Indian Staff Corps, relinquishes the appointment of Captain and Adjutant. Dated 21st October, 1902.

Captain J. G. Dennistoun, Royal Artillery, relinquishes the appointment of Captain. Dated 18th November, 1902.

31st Battalion, Temporary Captain A. Rose, Lieutenant Royal Horse Guards, relinquishes his appointment. Dated 18th November, 1902.

The undermentioned Lieutenants relinquish their Commissions. Dated 18th November, 1902:—
W. McK. Hepburn.
K. E. H. Rodwell.
M. W. Gioag.

Lieutenant H. G. Fisher, Royal Artillery, relinquishes the appointment of Lieutenant. Dated 18th November, 1902.

32nd Battalion, Captain G. R. Crosfield relinquishes his Commission. Dated 18th November, 1902.

Temporary Lieutenant F. I. L. Ditmas, Machine Gun Commander, relinquishes his Commission. Dated 18th November, 1902.

Unattached, Lieutenant C. E. H. Perkins relinquishes his Commission, and is granted the honorary rank of Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 5th September, 1902.

Lieutenant W. G. Gardyne relinquishes his Commission, and is granted the honorary rank of Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 12th October, 1902.

Temporary Lieutenant B. J. FitzHerbert, Machine Gun Commander, relinquishes his Commission, and is granted the honorary rank of Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 5th October, 1902.

Temporary Veterinary-Lieutenant C. F. H. Skelton, Veterinary Officer, relinquishes his Commission, and is granted the honorary rank of Veterinary-Lieutenant in the Army, with permission to wear the uniform of the Corps. Dated 12th October, 1902.

ROYAL REGIMENT OF ARTILLERY.

The undermentioned Lieutenants (District Officers) to be Captains (District Officers) Dated 5th November, 1902:—

William H. Rowley, on the Seconded List.
John T. Newton, vice G. Clark, retired.

Royal Horse and Royal Field Artillery, Major Henry J. W. Farrell has been permitted to assume the surname of Palliser, in addition to and after that of Farrell.

Royal Garrison Artillery, Major Edward Tinker retires on retired pay. Dated 22nd November, 1902.

ROYAL ENGINEERS.

Quartermaster and Honorary Captain Edward Blanchflower having completed the period for which he was retained as a Supernumerary to the Establishment, is placed on retired pay. Dated 1st November, 1902.

REGIMENTAL DISTRICTS.

Colonel Henry D. Williams, Commanding 38th Regimental District (the South Staffordshire Regiment), retires on retired pay. Dated 22nd November, 1902.

LINE BATTALIONS.

The Royal Scots (Lothian Regiment), Captain Ernest F. Annand is seconded for service as an Adjutant of Volunteers. Dated 1st October, 1902.

Supernumerary Captain Francis L. B. Smith to be Captain, vice E. F. Annand. Dated 1st October, 1902.

Captain Gerald S. Tweedie is seconded for service as an Adjutant of Volunteers. Dated 25th September, 1902.

Supernumerary Captain Garnet W. G. Neill to be Captain, vice G. S. Tweedie. Dated 25th September, 1902.

The Queen's (Royal West Surrey Regiment), Supernumerary Lieutenant Arthur E. McNamara to be Lieutenant, vice B. T. Churcher, appointed Adjutant 3rd Battalion, the King's Own (Yorkshire Light Infantry). Dated 22nd November, 1902.

Lieutenant Roger J. K. Mott resigns his Commission. Dated 22nd November, 1902.

The Buffs (East Kent Regiment), Brevet Major Harold Findlay, from Supernumerary Captain, to be Captain, vice E. H. Finch Hatton, D.S.O., appointed Adjutant, 3rd Battalion. Dated 10th October, 1902.

The Northumberland Fusiliers, The undermentioned Second Lieutenants to be Lieutenants:—
C. Leather, vice G. P. Westmacott, resigned. Dated 29th October, 1902.

O. B. Foster, vice A. F. Douglas, promoted into the Royal Garrison Regiment. Dated 5th November, 1902.

W. Gibson, to complete establishment. Dated 22nd November, 1902.

The King's (Liverpool Regiment), Captain Reginald P. Fox is seconded for service as an Adjutant of Volunteers. Dated 15th September, 1902.
Supernumerary Captain Thomas W. Sheppard to be Captain, vice R. P. Fox. Dated 15th September, 1902.

The Devonshire Regiment, Major and Brevet Lieutenant Colonel Thomas A. H. Davies, D.S.O., to be Lieutenant-Colonel, vice C. W. Park, Aide-de-Camp to His Majesty, removed on appointment to the Staff. Dated 2nd October, 1902.

Captain Vancouver A. Richards to be Major, vice P. U. W. Vigors, D.S.O. retired. Dated 25th October, 1902.

The Suffolk Regiment, The restoration to the Establishment of Supernumerary Captain Hugh B. Rowlands, which was notified in the Gazette of the 21st October, 1902, is cancelled.

Supernumerary Captain Frederick A. White, D.S.O., to be Captain, vice C. H. Turner, seconded. Dated 1st August, 1902.

- The Leicestershire Regiment*, Captain and Brevet Major Edward M. Woodward to be Major, vice E. R. Scott, promoted. Dated 11th November, 1902.
- Alexandra, Princess of Wales's Own (Yorkshire Regiment)*, Captain Berkeley C. W. Williams retires on retired pay. Dated 22nd November, 1902.
- Supernumerary Captain Charles A. C. King to be Captain, vice B. C. W. Williams. Dated 22nd November, 1902.
- The South Wales Borderers*, Captain George H. Grant retires on retired pay. Dated 22nd November, 1902.
- The Royal Inniskilling Fusiliers*, Lieutenant Richard A. B. Young is seconded for service in the Army Pay Department. Dated 14th October, 1902.
- The Gloucestershire Regiment*, Captain Charles B. Messiter is seconded for service as Adjutant of the 1st or West Regiment, Royal Jersey Militia. Dated 10th October, 1902.
- The Worcestershire Regiment*, The promotion to the rank of Captain of Lieutenant John R. Gale is cancelled, that Officer having been transferred to the Army Pay Department with an anterior date.
- The Duke of Cornwall's Light Infantry*, Major and Brevet Lieutenant-Colonel Cyril G. Martyr, D.S.O., retires on retired pay. Dated 22nd November, 1902.
- Captain and Brevet Major Harold B. Walker, D.S.O., to be Major, vice Brevet Lieutenant-Colonel C. G. Martyr, D.S.O. Dated 22nd November, 1902.
- The Dorsetshire Regiment*, Major Henry B. Lynch to be Lieutenant-Colonel, vice P. Farrer, retired. Dated 25th October, 1902.
- The Welsh Regiment*, Lieutenant Louis W. Herbert to be Captain, vice A. Derry, D.S.O., seconded. Dated 26th April, 1902.
- The Oxfordshire Light Infantry*, Second Lieutenant M. ff. R. Wingfield resigns his Commission. Dated 22nd November, 1902.
- The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment)*, Captain Francis H. Weldon, D.S.O., is seconded for service as an Adjutant of Volunteers. Dated 1st October, 1902.
- Supernumerary Captain Arthur S. Adkins to be Captain, vice F. H. Weldon, D.S.O. Dated 1st October, 1902.
- The Loyal North Lancashire Regiment*, Major Edward G. Costobadie retires on retired pay. Dated 22nd November, 1902.
- Captain Mervyn A. Humphrys to be Major, vice E. G. Costobadie. Dated 22nd November, 1902.
- Supernumerary Captain T. McG. Bridges to be Captain, vice M. A. Humphrys. Dated 22nd November, 1902.
- The Queen's Own (Royal West Kent Regiment)*, Sergeant-Major Thomas Sumner to be Quartermaster, with the honorary rank of Lieutenant, vice Honorary Lieutenant J. Forrest, placed on temporary half-pay. Dated 22nd November, 1902.
- The Duke of Edinburgh's (Wiltshire Regiment)*, Lieutenant Alexander W. Timmis to be Captain, vice M. L. Formby, seconded. Dated 6th November, 1902.
- The Manchester Regiment*, Captain Harry W. Stevens is seconded for service under the Foreign Office. Dated 25th October, 1902.
- Second Lieutenant R. H. Spooner resigns his Commission. Dated 22nd November, 1902.
- The Prince of Wales's (North Staffordshire Regiment)*, Captain Robert H. O. Capper retires on retired pay. Dated 22nd November, 1902.
- Supernumerary Captain Roginald P. Stuart to be Captain, vice R. H. O. Capper. Dated 22nd November, 1902.
- Second Lieutenant C. J. Boyce is seconded for service with the Indian Staff Corps. Dated 28th October, 1902.
- The Durham Light Infantry*, Lieutenant Ernest W. Appleby resigns his Commission. Dated 22nd November, 1902.
- The Highland Light Infantry*, Captain Horace F. Kays to be Major, vice J. D. Hopton, promoted half-pay Lieutenant-Colonel. Dated 29th October, 1902.
- The Gordon Highlanders*, Sergeant-Major William A. Pirie to be Quartermaster, with the honorary rank of Lieutenant, vice Honorary Captain W. Anderson, retired. Dated 22nd November, 1902.
- The Prince of Wales's Leinster Regiment (Royal Canadians)*, Major George Lamb retires on retired pay. Dated 22nd November, 1902.
- Captain Thomas A. G. Sangster to be Major, vice G. Lamb. Dated 22nd November, 1902.
- Captain Reginald F. Legg is seconded for service as an Adjutant of Volunteers. Dated 6th October, 1902.
- The Royal Dublin Fusiliers*, Supernumerary Captain Guy Hudleston to be Captain, vice A. E. Mainwaring, appointed Adjutant 3rd Battalion. Dated 13th October, 1902.
- The Rifle Brigade*, Brevet Colonel Arthur R. Pemberton, from Supernumerary Lieutenant-Colonel, is removed from the Regiment on appointment to the Staff. Dated 24th June, 1902.
- The Royal Garrison Regiment*, Major Thomas W. L. Penno, Reserve of Officers, relinquishes his appointment. Dated 17th November, 1902.
- The undermentioned appointments are made on the permanent reorganization of the Corps. Dated 22nd November, 1902:—
- To be Captains on probation:—
- Captain Harold Freeland Chetwode Chetwode-Aiken, from 3rd Battalion the Dorsetshire Regiment.
- Captain John Stewart, from the Reserve of Officers.
- To be Second Lieutenants:—
- Captain Edward Lionel Thomson, from 3rd Battalion the York and Lancaster Regiment.
- Lieutenant Francis William Massy Drew, from 4th Battalion the Royal Irish Regiment.
- Lieutenant James Millerd, from 3rd Battalion Princess Victoria's (Royal Irish Fusiliers).
- Lieutenant William Sydney Browne, from 3rd Battalion the Royal Munster Fusiliers.
- Lieutenant John Ardkeen Savage, from 3rd Battalion the Duke of Wellington's (West Riding Regiment).
- Second Lieutenant Edric Algernon Paley, from 4th Battalion, the King's (Shropshire Light Infantry).
- 7th Provisional Battalion*, Major Walter C. Ross, C.B., the Durham Light Infantry, to command the Battalion, and is granted the temporary rank of Lieutenant-Colonel whilst thus employed. Dated 22nd November, 1902.
- Royal Army Medical Corps*, Surgeon-Captain R. R. Sleman to be Surgeon-Major. Dated 22nd November, 1902.

The undermentioned Officers are seconded for service with the South African Constabulary:—
Major C. H. Burtchaell, M.B. Dated 3rd August, 1902.

Captain M. H. G. Fell. Dated 7th August, 1902.
Lieutenant J. M. Buist, M.B. Dated 2nd August, 1902.

Captain Walter Jagger, M.B., resigns his Commission. Dated 22nd November, 1902.

Captain F. S. Brereton resigns his Commission. Dated 22nd November, 1902.

Quartermaster and Honorary Lieutenant David Dallas is seconded for service with the South African Constabulary from 6th May, 1902.

Quartermaster and Honorary Lieutenant William Molson Clarke retires on retired pay. Dated 22nd November, 1902.

STAFF.

The undermentioned temporary appointments have been made to the Staff in India.

To command 2nd Class Districts with the temporary rank of Brigadier-General whilst so employed:—

Brevet Colonel J. S. Collins, the Queen's (Royal West Surrey Regiment), vice Colonel (temporary Brigadier-General) Sir R. C. Hart, V.C., K.C.B. Dated 30th October, 1899.

Brevet Colonel J. S. Collins, the Queen's (Royal West Surrey Regiment), vice Major-General Sir E. R. Elles, K.C.B. Dated 21st August, 1900.

Colonel J. H. S. Craigie, an Assistant Adjutant General, Army Head-Quarters, vice Major-General J. H. Wodehouse, C.B., C.M.G. Dated 19th April, 1900.

Brevet Colonel F. H. Plowden, the Oxfordshire Light Infantry, vice Colonel (temporary Brigadier-General) Sir R. C. Hart, V.C., K.C.B. Dated 20th August, 1900.

Colonel J. P. C. Neville, an Assistant Quartermaster-General, to be Deputy Adjutant-General of a Command, vice Colonel G. Henry. Dated 29th June, 1900.

Colonel R. A. Montgomery, C.B. from Deputy Director-General of Ordnance at Head-Quarters, to be a Major-General on the Staff for Royal Artillery, vice Major-General R. MacG. Stewart, C.B., Royal Artillery, who has vacated that appointment, and to be promoted accordingly. Dated 4th November, 1902.

Major and Brevet Lieutenant-Colonel J. W. G. Dawkins, C.B., Royal Artillery, to be Deputy-Assistant Adjutant-General, 9th Division, 3rd Army Corps. Dated 7th November, 1902.

Major and Brevet Colonel A. W. Thorneycroft, C.B., from the Royal Scots Fusiliers, to be Assistant Adjutant-General, 7th Division, 3rd Army Corps. Dated 12th November, 1902.

Major F. L. Banon, the King's (Shropshire Light Infantry), to be Deputy-Assistant Quartermaster-General, District Staff, Dublin. Dated 11th November, 1902.

Captain J. T. Lutley, 5th Battalion, the Worcestershire Regiment, to be an extra Aide-de-Camp (unpaid) to the Honourable Sir W. F. Hely-Hutchinson, G.C.M.G., Governor and Commander-in-Chief of the Cape of Good Hope. Dated 20th July, 1902.

Lieutenant B. Lamb, Royal Artillery, to be Aide-de-Camp to Sir F. M. Hodgson, K.C.M.G., Governor and Commander-in-Chief of Barbados. Dated 1st October, 1902.

School of Gunnery, Captain G. T. Brierley, D.S.O., Royal Artillery, to be an Instructor, vice Major A. C. Currie, Royal Artillery, who has vacated that appointment. Dated 12th November, 1902.

Royal Hospital, Kilmainham, Quartermaster and Honorary Captain L. C. Page, from the 8th Hussars, to be Quartermaster. Dated 10th November, 1902.

Army Ordnance Department, Commissary of Ordnance and Honorary Captain H. Cooper retires on retired pay. Dated 22nd November, 1902.

BREVET.

Lieutenant-Colonel Arthur W. McKinstry, half-pay, to be Colonel. Dated 11th November, 1902.

MEMORANDA.

Colonel Ulick G. C. de Burgh, on completion of his period of service on the Staff, is placed on half-pay. Dated 7th September, 1902.

Lieutenant-Colonel and Brevet Colonel Henry Hall, on completion of his period of service on the Staff, is placed on retired pay. Dated 26th September, 1902.

Major-General Sir Thomas Fraser, K.C.B., C.M.G., is placed on retired pay. Dated 15th November, 1902.

Captain F. Lyon, D.S.O., Royal Field Artillery, is granted the local rank of Major whilst acting as additional Staff Officer to the Inspector-General, West African Frontier Force. Dated 18th October, 1902.

Royal Jersey Militia Staff, Major G. P. Stewart, East Regiment, Royal Jersey Militia, to be Deputy-Assistant Adjutant-General for Militia Services, vice Major M. H. F. Le Gallais, Royal Jersey Artillery (Militia), who has vacated that appointment. Dated 11th September, 1902.

The following Officers were promoted "for service in South Africa" and not as stated in the London Gazette of the 17th October, 1902, viz. :—

Lieutenant-Colonel G. W. Forbes, Lieutenant-Colonel C. Wortham, Major R. Tremaine.

The undermentioned Officers should have been as now, and not as described in the London Gazette of the 17th October, 1902, viz. :—

Lieutenant-Colonel H. P. M. Wylie, retired pay. Major H. T. Granger, Reserve of Officers. Captain Kenneth F. MacLachlan, late Royal Artillery.

Quartermaster and Honorary Captain A. Johnston, late Army Service Corps.

Quartermaster and Honorary Captain Thomas Reynolds, late Army Service Corps.

RESERVE OF OFFICERS.

Captain E. K. Perkins, Colonel 2nd Volunteer Battalion Hampshire Regiment, resigns his Commission. Dated 22nd November, 1902.

John Henry Michael, Viscount Cole, late Lieutenant 7th Hussars, to be Lieutenant. Dated 22nd November, 1902.

War Office,

21st November, 1902.

IMPERIAL YEOMANRY.

MEMORANDUM.

The undermentioned Officers resign their Commissions and receive new Commissions, subject to the provisions of the Militia and Yeomanry Act, 1901, each retaining his present rank and seniority:—

Ayrshire (Earl of Carrick's Own), Surgeon-Lieutenant - Colonel W. J. Naismith, M.D., D.S.O.

Lanarkshire, Supernumerary Lieutenant-Colonel (Colonel in the Army) Sir S. M. Lockhart, Bart., M.V.O.

Acting Quartermaster R. Sandilands.

Lothians and Berwickshire, Supernumerary Major (Lieutenant-Colonel in the Army) G., Lord Binning, M.V.O.
 Surgeon-Major T. F. S. Caverhill.
Nottinghamshire (Southern Nottinghamshire), Major F. A. Smith.

War Office,
 21st November, 1902

MILITIA.
 INFANTRY.

3rd Battalion, the Queen's (Royal West Surrey Regiment), Henry Alexander Penton, Gent., to be Second Lieutenant. Dated 11th November, 1902.

3rd Battalion, the Buffs (East Kent Regiment), Wilfred Francklyn Helmore, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

3rd Battalion, the Lincolnshire Regiment, Lieutenant-Colonel C. A. Swan, C.M.G., is granted the honorary rank of Colonel. Dated 22nd November, 1902.

3rd Battalion, Alexandra, Princess of Wales's Own (Yorkshire Regiment), Lieutenant C. R. White is appointed Instructor of Musketry. Dated 22nd November, 1902.

3rd Battalion, the King's Own Scottish Borderers, Alister James Henryson-Caird, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

5th Battalion, the Worcestershire Regiment, The following announcement is substituted for that which appeared in the London Gazette of the 24th October, 1902:—

James Llewellyn Elkington, Gent., to be Lieutenant. Dated 25th October, 1902.

4th Battalion, the Border Regiment, Second Lieutenant E. W. Shaw resigns his Commission. Dated 22nd November, 1902.

3rd Battalion, the Oxfordshire Light Infantry, Gordon Philip Lewes Cosens, Gent., to be Second Lieutenant. Dated 11th November, 1902.

6th Battalion, the Duke of Cambridge's Own (Middlesex Regiment), Captain G. W. Haslehurst, Middlesex Regiment, to be Adjutant, vice Major F. Sapte, D.S.O., who has retired from the Service. Dated 8th November, 1902.

7th Battalion, the King's Royal Rifle Corps, Thomas Edmund Estcourt, Gent., to be Second Lieutenant. Dated 11th November, 1902.

4th Battalion, the Royal Irish Rifles, Supernumerary Captain A. J. E. Des Barres resigns his Commission. Dated 15th November, 1902.

Second Lieutenant A. T. Jonsson to be Lieutenant. Dated 15th November, 1902.

5th Battalion, the Connaught Rangers, Hugh Michael O'Connor Dwyer, Gent., to be Second Lieutenant. Dated 15th November, 1902.

ROYAL ARMY MEDICAL CORPS (MILITIA).
 Lieutenant M. A. Cholmeley to be seconded. Dated 22nd November, 1902.

IMPERIAL YEOMANRY.

Cheshire (Earl of Chester's), Captain John Evans Phillips, from 1st North Riding of Yorkshire, Royal Garrison Artillery (Volunteers), resigns his Commission and is appointed Surgeon-Lieutenant. Dated 22nd November, 1902.

Denbighshire (Hussars), Supernumerary Captain O. J. Williams resigns his Commission. Dated 22nd November, 1902.

John Dixon Mayhew, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

Gloucestershire (Royal Gloucestershire Hussars), Second Lieutenant H. F. H. Hardy resigns his Commission. Dated 22nd November, 1902.

Royal East Kent (the Duke of Connaught's Own), Second Lieutenant Frank Penn, from the 7th Battalion the Royal Fusiliers (City of London Regiment), to be Second Lieutenant. Dated 22nd November, 1902.

West Somerset, Captain W. B. Cloete resigns his Commission. Dated 22nd November, 1902.

Westmoreland and Cumberland, Captain Sir B. B. M. Leighton, Bart., from the Shropshire Imperial Yeomanry, to be Captain. Dated 22nd November, 1902.

Lothian Graeme Scott, Gent., to be Lieutenant. Dated 22nd November, 1902.

Yorkshire Dragoons (Queen's Own), Edward Mitchell Huntriss, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

VOLUNTEER CORPS.

ROYAL GARRISON ARTILLERY (VOLUNTEERS).

1st Cheshire and Carnarvonshire, Second Lieutenant C. H. Carson to be Lieutenant. Dated 22nd November, 1902.

1st Fifeshire, Quartermaster (Captain) G. Blunt resigns his Commission, with permission to retain his rank, and to wear the uniform of the Corps on retirement. Dated 22nd November, 1902.

1st Monmouthshire, Second Lieutenant G. P. Geen to be Lieutenant. Dated 22nd November, 1902.

1st Newcastle-on-Tyne, Lieutenant R. R. Bell is retired under paragraph 118 Volunteer Regulations. Dated 22nd November, 1902.

2nd Northumberland (Percy), Colonel His Grace the Duke of Northumberland, K.G., A.D.C., resigns the Honorary Colonelcy of the Corps, on its disbandment. Dated 31st October, 1902.

Surgeon-Captain J. S. Forrest resigns his Commission on the disbandment of the Corps. Dated 31st October, 1902.

1st Sussex, Lieutenant-Colonel E. L. Beves is granted the honorary rank of Colonel. Dated 22nd November, 1902.

2nd East Riding of Yorkshire, Captain and Honorary Major C. H. Milburn to be Major. Dated 22nd November, 1902.

2nd West Riding of Yorkshire, Lieutenant-Colonel and Honorary Colonel G. J. J. Hoffmann retires under paragraph 55A Volunteer Regulations, with permission to retain his rank and to wear the uniform of the Corps on retirement. Dated 22nd November, 1902.

Major and Honorary Lieutenant-Colonel C. H. Drummond resigns his Commission, with permission to retain his rank and to wear the uniform of the Corps on retirement. Dated 22nd November, 1902.

ROYAL ENGINEERS (VOLUNTEERS).

1st Lanarkshire, Surgeon-Captain R. O. Adamson, M.B., resigns his Commission. Dated 22nd November, 1902.

1st London, Lieutenant-Colonel W. F. Wood resigns his Commission, and is granted the honorary rank of Colonel, with permission to wear the uniform of the Corps on retirement. Dated 1st November, 1902.

Submarine Miners.

The Forth Division, The undermentioned Officers resign their Commissions:—

Lieutenant I. D. Harvey. Dated 22nd November, 1902.

Quartermaster C. Drummond. Dated 22nd November, 1902.

The Severn Division, Captain H. W. Flint resigns his Commission. Dated 22nd November, 1902.

RIFLE.

The Queen's Rifle Volunteer Brigade, the Royal Scots (Lothian Regiment), The undermentioned Captains resign their Commissions :—

W. A. MacGillivray. Dated 22nd November, 1902.

G. A. Harrisou. Dated 22nd November, 1902.

J. O. Grey. Dated 22nd November, 1902.

Cadet Corps (Merchiston Castle School) attached to the Queen's Rifle Volunteer Brigade, the Royal Scots (Lothian Regiment), Captain G. L. Thomas resigns his Commission. Dated 22nd November, 1902.

8th Volunteer Battalion, the Royal Scots (Lothian Regiment), Captain P. Thornton resigns his Commission. Dated 22nd November, 1902.

3rd Volunteer Battalion, the Queen's (Royal West Surrey Regiment), Captain C. G. Berrill resigns his Commission, and is granted the honorary rank of Major, with permission to wear the uniform of the Battalion on retirement. Dated 3rd November, 1902.

4th Volunteer Battalion, the Queen's (Royal West Surrey Regiment), The undermentioned Captains resign their Commissions :—

W. H. Shoobert. Dated 4th November, 1902.

J. C. Shoobert. Dated 4th November, 1902.

Cadet Corps (South Eastern College, Ramsgate) attached to 1st Volunteer Battalion, the Buffs (East Kent Regiment), George Newton Bates, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

1st Cadet Battalion, the Buffs (East Kent Regiment), Harry Haanel Marks, Esq., to be Captain. Dated 22nd November, 1902.

2nd Volunteer Battalion, the Royal Warwickshire Regiment, Lieutenant J. W. F. Forbes resigns his Commission. Dated 22nd November, 1902.

4th Volunteer Battalion, the King's (Liverpool Regiment), Lieutenant S. C. Marriott is appointed Instructor of Musketry. Dated 22nd November, 1902.

1st Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry), Cecil Francis Milsom, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

2nd Volunteer Battalion, the Prince Albert's (Somersetshire Light Infantry), Lieutenant-Colonel J. Perry is granted the honorary rank of Colonel. Dated 22nd November, 1902.

Cadet Corps (Hymers College) attached to 1st Volunteer Battalion, the East Yorkshire Regiment, Harold Robert Bell, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

1st Volunteer Battalion, Alexandra, Princess of Wales's Own (Yorkshire Regiment), Captain and Honorary Major J. Maughan resigns his Commission, with permission to retain his rank and to wear the uniform of the Battalion on retirement. Dated 22nd November, 1902.

3rd Volunteer Battalion, the Lancashire Fusiliers, Lieutenant-Colonel and Honorary Colonel F. Haworth to be Lieutenant-Colonel Commandant, under paragraphs 55A and 114 Volunteer Regulations. Dated 30th April, 1900.

3rd Volunteer Battalion, the Cheshire Regiment, Lieutenant G. C. Craven resigns his Commission. Dated 22nd November, 1902.

3rd Volunteer Battalion, the Royal Welsh Fusiliers, Second Lieutenant W. Owen resigns his Commission. Dated 22nd November, 1902.

3rd Volunteer Battalion, the South Wales Borderers, Captain W. Thomas resigns his Commission. Dated 22nd November, 1902.

Richard Edward Pritchard, Gent., to be Second Lieutenant. Dated 22nd November, 1902.

1st Roxburgh and Selkirk (The Border), The undermentioned Lieutenants to be Captains :—

M. Craig-Brown. Dated 15th November, 1902.

J. Herbertson. Dated 15th November, 1902.

Surgeon-Lieutenant W. H. Calvert, M.D., resigns his Commission. Dated 22nd November, 1902.

1st Surrey (South London), Colonel E. Villiers, A.D.C., resigns his Commission, with permission to retain his rank and to wear the uniform of the Corps on retirement. Dated 1st November, 1902.

2nd Volunteer Battalion, the East Surrey Regiment, Second Lieutenant E. Burstall, from 1st (Oxford University) Volunteer Battalion the Oxfordshire Light Infantry, to be Second Lieutenant (Supernumerary). Dated 11th November, 1902.

3rd Volunteer Battalion, the East Surrey Regiment, Honorary Assistant Surgeon C. W. Izod resigns his appointment. Dated 9th October, 1902.

4th Volunteer Battalion, the East Surrey Regiment, Major B. T. L. Thomson is granted the honorary rank of Lieutenant-Colonel. Dated 11th November, 1902.

5th (Isle of Wight, "Princess Beatrice's") Volunteer Battalion, the Hampshire Regiment, Captain A. C. Richards, Hampshire Regiment, to be Adjutant, vice Captain H. B. O. Coddington, whose tenure has expired. Dated 1st November, 1902.

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

Denys Frith. Dated 11th November, 1902.

Oscar Clayton Downes. Dated 11th November, 1902.

John Hervey Knight. Dated 11th November, 1902.

1st Volunteer Battalion, Princess Charlotte of Wales's (Royal Berkshire Regiment), Major (Honorary Captain in the Army) H. Manders resigns his Commission, and is granted the honorary rank of Lieutenant-Colonel, with permission to wear the uniform of the Battalion on retirement. Dated 1st November, 1902.

The undermentioned Officers resign their Commissions :—

Supernumerary Lieutenant (Honorary Lieutenant in the Army) W. P. Alleyne. Dated 1st November, 1902.

Lieutenant S. Walter. Dated 1st November, 1902.

1st Volunteer Battalion, the Duke of Cambridge's Own (Middlesex Regiment), Second Lieutenant H. C. Simpson resigns his Commission. Dated 1st November, 1902.

1st Middlesex (Victoria and St. George's), Major and Honorary Lieutenant-Colonel G. A. Williams resigns his Commission, with permission to retain his rank and to wear the uniform of the Corps on retirement. Dated 7th November, 1902.

5th (West) Middlesex, The undermentioned Officers resign their Commissions:—

Major W. N. Roseveare. Dated 4th November, 1902.

Lieutenant H. Moreland. Dated 4th November, 1902.

Second Lieutenant G. F. E. Washington. Dated 4th November, 1902.

21st Middlesex (the Finsbury), Captain M. H. Josephli resigns his Commission. Dated 1st November, 1902.

Cadet Corps (Merchant Taylors' School) attached to 1st London, Roger James Cholmeley, Gent., to be Second Lieutenant. Dated 11th November, 1902.

Cadet Corps (University College School) attached to 1st London, Second Lieutenant G. H. Groves to be Lieutenant. Dated 11th November, 1902.

2nd Volunteer Battalion, the Manchester Regiment, Captain D. R. Paton, Manchester Regiment, to be Adjutant, vice Captain A. G. Crosse, Duke of Cornwall's Light Infantry, whose tenure has expired. Dated 4th November, 1902.

3rd (Morayshire) Volunteer Battalion, Seaforth Highlanders (Ross-shire Buffs, the Duke of Albany's), Lieutenant-Colonel and Honorary Colonel C. J. Johnston, retired, lately Commanding, is appointed to the Honorary Colonelcy of the Battalion. Dated 22nd November, 1902.

1st Volunteer Battalion, the Gordon Highlanders, Supernumerary Captain F. J. O. Mackinnon resigns his Commission. Dated 22nd November, 1902.

3rd (The Buchan) Volunteer Battalion, the Gordon Highlanders, John Morrison, Gent., to be Second Lieutenant (Supernumerary). Dated 22nd November, 1902.

1st Dumbartonshire, Captain G. Gunn, the Royal Scots, to be Adjutant, vice Captain H. A. McD. Williams, Argyll and Sutherland Highlanders, whose tenure has expired. Dated 3rd November, 1902.

20th Middlesex (Artists'), Lieutenant-Colonel W. O. Horsley is granted the honorary rank of Colonel. Dated 11th November, 1902.

ROYAL ARMY MEDICAL CORPS
(VOLUNTEERS).

The London Companies, Captain T. W. Gibbard, M.B., Royal Army Medical Corps, to be Adjutant, vice Major L. Way, whose period of appointment has expired. Dated 1st November, 1902.

VOLUNTEER INFANTRY BRIGADE BEARER
COMPANIES.

Staffordshire, Surgeon-Major C. T. Griffiths, from 1st Volunteer Battalion the South Staffordshire Regiment, to be Major, and to command under paragraph 55A Volunteer Regulations. Dated 22nd November, 1902.

Surgeon-Lieutenant J. A. Wolverson, from 3rd Volunteer Battalion the South Staffordshire Regiment, to be Lieutenant. Dated 22nd November, 1902.

Sussex and Kent, Surgeon-Major J. Turton, from the 1st Volunteer Battalion the Royal Sussex Regiment, to be Major, and to command under paragraph 55A Volunteer Regulations. Dated 22nd November, 1902.

Surgeon-Captain C. J. Jacomb-Hood, from the 1st Volunteer Battalion the Royal Sussex Regiment, to be Captain. Dated 22nd November, 1902.

Surgeon-Lieutenant H. G. Mallam, from the 1st Volunteer Battalion the Royal Sussex Regiment, to be Lieutenant. Dated 22nd November, 1902.

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

Robert William Llewellyn, Esq., to be Deputy Lieutenant.

Civil Service Commission,
November 18, 1902.

The Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for situations as Draughtsman (Second Class) in the Survey Branch of the Board of Agriculture, held in London on the 21st and 22nd October, 1902, notice of which Examination was given in the London Gazette of the 26th August, 1902, the undermentioned Candidates obtained the first two places:—

No. in Order of Merit.	Name.
1	Coles, Charles Joseph.
2	Slicer, Harold.

Civil Service Commission,
November 21, 1902.

The Civil Service Commissioners hereby give notice that an Open Competitive Examination of Candidates for entry as Engineer Students in His Majesty's Navy, will commence in London, Edinburgh, Dublin, Devonport, and Portsmouth, on the 17th March, 1903.

No person will be admitted to compete from whom the Secretary of the Civil Service Commission has not received, on or before the 16th February, an application, in the handwriting of the Candidate, on a prescribed form, which may be obtained from the Secretary at once.

Civil Service Commission,
November 21, 1902.

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

November 17, 1902.

AFTER OPEN COMPETITION.

Public Record Office, Ireland: Clerk, Class I, David Alfred Chart.

Post Office: Male Learners, Alphonso Augustine Randolph Allen (Birmingham), Samuel Wilson Haskell (Portsmouth).

AFTER LIMITED COMPETITION.

Board of Trade: Mercantile Marine Office, Clerk or Deputy Superintendent, Malcolm Oliver Edmund Shankland.

Post Office: Male Learners, Birmingham, John Frederick May, Wallace Stephens Watts.

WITHOUT COMPETITION.

Admiralty: Portsmouth Dockyard, Sailmaker, Alfred Henry Burrows.

Prison Department, England: Subordinate Officers, Division I, Henry Charles Day, Charles Edward Eastman.

Assistant Matron, Edith Lewis Heslam.

Subordinate Officer, Division II, Albert Silvester.

Royal Mint: Boy, Edward Basil Johnson.

Post Office: Porters, London, Phillip Edward James, Christopher Joseph Perridge, William Swaddling.

Temporary Assistant Postman, London, Albert George Lane.

Learners, Ellen Cullen (Bray), Herbert Alexander Currie (Moffat), Robert Davidson (Dalkeith), Eliza Glass Murphy (Belfast), George Henry Nichols (Bolton), George William Parsons (Calne), Arthur James Pratt (Oxford).

Telephone Operator, Dowlais, Sarah Ann Evans.

Postmen, George Henry Allen (Nottingham), Thomas Burke (Clonmel), Frederick Thomas Chaplin (Ely), James Lambie (Paisley), William George Scarff (Ipswich), Richard George Thorn (Bristol).

Temporary Assistant Postman, Dublin, Matthew Murphy.

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Local Government Board, Ireland: Temporary Auditor, Andrew Augustine Flynn.

Prison Department, England: Subordinate Officer, Division I, William Thomas Stone.

Post Office: Postmen, Joseph Edward Fox (Manchester), William Charles Wigington (Shipston-on-Stour).

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

William George Burns.

November 18, 1902.

AFTER OPEN COMPETITION.

Post Office: Male Learners, Brighton, William Patrick Cunningham, Thomas Alexander Key, Stanley Montague Roberts.

Male Learners, Jesse Burrows (Manchester), Michael Clarke (Manchester), Edward John Bull (Newcastle-on-Tyne).

AFTER LIMITED COMPETITION.

Post Office: Male Learners, Alfred Aloysius Joseph Duggan (Waterford), Ernest Strickland Parkin (York).

WITHOUT COMPETITION.

Admiralty: Chatham Dockyard, Joiner, George Hollius.

Prison Department, England: Assistant Matron, Elizabeth McDonald.

Post Office: Postman, London, Edwin Reginald Connolly.

Porter, London, George Golding.

Learners, Hilda Louisa Abbott (Lowestoft), Frank Davies (Thirsk), Honoria Flanagan (Claremorris), Harry Graham Higman (Newcastle-on-Tyne), Henry Siduey Holden (Preston), William King (Oxford), Victor Albert Wainwright (Worcester).

Telephone Operators, Ermyntrode Edith Dickinson (Rochdale), Violet Frances Lake (London), Clara Williamson Rogers (Pontypridd).

Postmen, Arthur Bunce (Cirencester), Thomas Dalton (Perth), Richard Henry Dean (Birmingham), Joseph Johnson Harlow Doling (Southampton), Alfred Edwards (Stoke-on-Trent), George Smith Hardwick (Northampton), William John Perris (Taunton), Robert Arthur Seal (Edenbridge), Harry Underwood (Swindon), Leonard Copplin Woolley (Chester).

Temporary Assistant Postmen, Benjamin Binks (Bishop Auckland), Percy Locke (Newport, Salop), John Webster (Thame).

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Local Government Board, Ireland: Temporary Auditor, St. John Considine.

No. 27497.

C

Post Office: Postman, Chipping Norton, John Thomas Cousins.

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

William John Lelliott.

November 19, 1902.

AFTER OPEN COMPETITION.

Public Works Loan Board: Assistant Clerk (Abstractor), Sydney Thomas Newman.

Post Office: Male Sorters, London, Daniel Hurley, George Alexander Skipper.

Male Learners, Manchester, John Donovan, William Morris, Patrick O'Brien, George Edward Wilson.

Male Learners, John Prower Braund (Plymouth), Thomas Charlton (Newcastle-on-Tyne), Henry Collamore Honey (Bath) Sidney Charles Jackson (Birmingham), Robert John Kerr (Belfast), Henry James Long (Dublin), David Francis Richardson (Newcastle-on-Tyne), David Fairful Stirton (Dundee), Frank Turner (Plymouth).

AFTER LIMITED COMPETITION.

Post Office: Male Learners, Patrick Cronin (Killarney), George Ernest Hood (Birmingham).

WITHOUT COMPETITION.

Prison Department, England: Subordinate Officer, Division I, Albert Alexander Bawden, Robert Carter.

Subordinate Officer, Division II, John Hunt.

Post Office: Postmen, London, Richard Bond, William James Ellis, Walter Isaac Girling, Alfred Henry Grace, Walter James Wyatt.

Porter, London, Henry George Harris.

Temporary Assistant Postmen, London, Christopher Abraham, Arthur Barrell.

Learners, Murie Mary Campling (Thrapston), Harry Davis (Redditch), Leonard Victor Yerburgh Jones (Chester).

Telephone Operators, Lilian Beatrice Howes (London), Emily Wilson Seaton (Sunderland).

Postmen, Patrick Donovan (Limerick), Joseph Andrew Flanagan (Douglas, Isle of Man), Arthur Sellars (Manchester).

UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Post Office: Postman, London, George Frederick Pitt.

Porter, London, Alfred Frederick Cook.

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 19TH NOVEMBER 1902.)

(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:

Extension of Limits of Swine-Fever Infected Area.

1. The limits of the Swine-Fever Infected Area declared by Order of the Board dated the twenty-sixth day of September, one thousand nine hundred and two, are hereby extended so as to comprise the Area described in the Schedule to this Order, and the Area so described is hereby from and after the commencement of this Order declared to be an area infected with swine-fever

for the purposes of the Swine-Fever (Infected Areas) Order of 1902.

Commencement.

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

In witness whereof the Board of Agriculture have hereunto set their Official Seal this nineteenth day of November, one thousand nine hundred and two.

L. S.

T. H. Elliott,
Secretary.

SCHEDULE.

An Area comprising the petty sessional divisions of Orsett, Brentwood, Romford, Beacontree, and Epping, and the parishes of Stapleford Abbots, Stapleford Tawney, Navestock, and Stamford Rivers, in the administrative county of Essex; and also comprising the county borough of West Ham.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 19TH NOVEMBER 1902.)

(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:

Revocation of Order.

1. The Order described in the Schedule to this Order is hereby from and after the commencement of this Order revoked: Provided that such revocation shall not invalidate or make unlawful anything done under the Swine-Fever (Infected

Areas) Orders of 1896 and 1902, and the Order described in the Schedule to this Order before the commencement of this Order, or interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, those Orders before the commencement of this Order.

Commencement.

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

In witness whereof the Board of Agriculture have hereunto set their Official Seal this nineteenth day of November, one thousand nine hundred and two.

L. S.

T. H. Elliott,
Secretary.

SCHEDULE.

Order Revoked.

No.	Date.	Subject.
6508	15 August 1902.	... Declaring a Swine-Fever Infected Area comprising the petty sessional divisions of Keighley, Otley (except the parishes of Thruscross, Blubberhouses, Timble Great, Middleton, Denton, and Askwith), Claro (except the parishes of Stonebeck Up, Fountains Earth, Stonebeck Down, Bewerley, Dacre, and Thornthwaite with Padside), Ripon Liberty (including the detached part thereof situate within the petty sessional division of Claro, but excluding the parishes of Eavestone and High and Low Bishopside), and the parishes of Studley Roger, Lindrick with Studley Royal and Fountains, Aldfield, Conouley, Glusburn, Bradleys Both, Farnhill, Kildwick, Silsden, Addingham, Shipley, Rawdon, Calverley, Farsley, Horsforth, Adel-cum-Eccup, Aldwoodley, Wike, Wigton, Harewood, Weardley, Dunkeswick, Kearby with Netherby, Sicklinghall, Kirkby Overblow, Spofforth with Stockeld, Little Ribston, and North Deighton, the borough of Harrogate, and the city of Ripon, in the administrative county of the West Riding of the county of York; and also comprising the boroughs of Keighley, and Pudsey (except the detached part thereof in the city of Leeds).

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 18TH NOVEMBER 1902.)

ORKNEY (INFLUENZA) REVOCATION ORDER OF 1902.

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 Order described in the Schedule to this Order is hereby from and after the commencement of this Order revoked: Provided that such revocation shall not invalidate or make unlawful anything done under the Order hereby revoked before the commencement of this Order, or

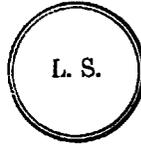
interfere with the institution or prosecution of any proceeding in respect of any offence committed against, or any penalty incurred under, the Order hereby revoked before the commencement of this Order.

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

3. This Order may be cited as the ORKNEY (INFLUENZA) REVOCATION ORDER OF 1902.

In witness whereof the Board of Agriculture have hereunto set their Official Seal this eighteenth day of November, one thousand nine hundred and two.

T. H. Elliott,
Secretary.



SCHEDULE.

Order Revoked.

No.	Date.	Short Title.
6433	1902. 27 February ...	The Orkney (Influenza) Order of 1902.

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

ORDER OF THE BOARD OF AGRICULTURE.

(DATED 21ST NOVEMBER 1902.)

(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:

Declaration of Swine-Fever Infected Area.

1. The Area described in the Schedule to this Order is hereby declared to be an area infected with swine-fever for the purposes of the Swine-Fever (Infected Areas) Order of 1902.

Commencement.

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

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

T. H. Elliott,
Secretary.



SCHEDULE.

An Area comprising the parishes (including any detached parts) of Kingsclere, Wolverton, Haunting, Baughurst, Tadley, Pamber, Mortimer West End, Sitchester, Bramley, Sherborne St. John, Worting, Deane, Church Oakley, Wootton St. Lawrence, and Monk Sherborne, in the administrative county of Southampton.

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

ORDER of the Local Government Board: District Auditor: Assignment of Duties and District:—

EASTERN COUNTIES AUDIT DISTRICT.

To Robert Harrington Harrington, District Auditor;—

To the County Councils of the several Administrative Counties named in the Schedule to this Order, and to the County Council of the Administrative County of Kent;—

To the Visiting Committees of any Lunatic Asylums belonging wholly or in part to one or more of the County Councils named in the said Schedule and not belonging in part to any other County Council;—

To the Local Fisheries Committee for the Kent and Essex Sea Fisheries District;—
And to all others whom it may concern.

Whereas by section 4 of the District Auditors Act, 1879, it is enacted that the Local Government Board may from time to time assign to District Auditors their Duties, and the Districts in which such Auditors respectively are to act, and may from time to time change wholly or in part such Duties or Districts;

And whereas the said Robert Harrington Harrington is a District Auditor duly appointed under the provisions of the Statutes in that behalf:

Now therefore, We, the Local Government Board, hereby certify the appointment to the office of District Auditor of the said Robert Harrington Harrington (hereinafter referred to as "the District Auditor"), and do Order and Prescribe as follows:—

ARTICLE I.—It shall be the duty of the District Auditor, from and after the thirtieth day of November, one thousand nine hundred and two, to audit the Accounts of the following Authorities and of their Officers; namely:—

(1.) The County Councils of the several

Administrative Counties named in the Schedule to this Order.

- (2.) The Visiting Committee of any Lunatic Asylum belonging wholly, or in part, to one or more of the said County Councils, and not belonging in part to any other County Council.
- (3.) Any Joint Committee consisting of representatives of two or more of the said County Councils, or of representatives of one or more of the said County Councils and of other persons not being representatives of any other County Council.
- (4.) The Local Fisheries Committee for the Kent and Essex Sea Fisheries District.
- (5.) Such of the Visiting Committees of Lunatic Asylums or Joint Committees including representatives of the County Council of one or more of the said Counties and representatives of the County Council or Councils of some other County or Counties, as We may, by Order, hereafter prescribe.

ARTICLE II.—The District Auditor shall audit the said Accounts according to the provisions of the several Statutes and of the Orders issued by competent authority in force for the time being in that behalf, and shall perform all such duties and exercise all such powers in connection with the audit of such Accounts as are prescribed and conferred by the said Statutes and Orders.

ARTICLE III.—The District in which the District Auditor shall, from and after the thirtieth day of November, one thousand nine hundred and two, act as Auditor, and which We hereby assign to him for the performance of his duties under this Order, shall be termed "The Eastern Counties Audit District," and shall, until We otherwise prescribe, comprise the area for the time being subject to the jurisdiction of the County Councils of the several Administrative Counties named in the Schedule to this Order, and the areas within which the Local Fisheries Committee mentioned in paragraph (4) of Article I of this Order, and any such body as is referred to in Paragraph (5) of that Article may exercise authority.

ARTICLE IV.—Nothing in this Order shall affect or interfere with the duties and powers of the District Auditor in the capacity of District Auditor in the Warwickshire Audit District.

SCHEDULE.

Names of Administrative Counties.

Bédford.	Norfolk.
Buckingham.	Northampton.
Cambridge.	Soke of Peter-
Isle of Ely.	borough.
Essex.	Oxford.
Hertford.	Suffolk, East.
Huntingdon.	Suffolk, West.

Given under the Seal of Office of the Local Government Board, this seventeenth day of November, in the year one thousand nine hundred and two.



Walter H. Long,
President.

H. C. Monro, Assistant Secretary.

REGISTRATION OF BIRTHS AND DEATHS.

Order No. 3/1903.

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 late Majesty, intituled "The Births and Deaths Registration Act, 1874," I, William Cospatrick Dunbar, 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 first day of January next, in consequence of its large and increasing population, Croydon Sub-District of Croydon Registration District shall be subdivided into five Sub-Districts to be constituted as follows, viz.:—(a) a Sub-District co-extensive with Penge Urban District to be called and known as Penge Sub-District; (b) a Sub-District consisting of Addington, Sanderstead, and Coulsdon Rural Civil Parishes to be called and known as Coulsdon Sub-District; (c) a Sub-District co-extensive with the Upper Norwood and South Norwood Municipal Wards of Croydon County Borough to be called and known as North Croydon Sub-District; (d) a Sub-District co-extensive with the West Ward of Croydon County Borough to be called and known as West Croydon Sub-District; and (e) a Sub-District co-extensive with the Central, East, and South Wards of Croydon County Borough to be called and known as South Croydon Sub-District.—Witness my hand this 19th day of November, one thousand nine hundred and two.

Wm. C. Dunbar, Registrar-General.

General Register Office,
Somerset House, London.

REGISTRATION OF BIRTHS AND DEATHS.

Order No. 4/1903.

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 late Majesty, intituled "The Births and Deaths Registration Act, 1874," I, William Cospatrick Dunbar, 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 first day of January next, in order that the boundaries of certain of the Sub-Districts of Stockport Registration District may be re-arranged with due regard to the present boundaries of the Municipal Wards into which Stockport County Borough, as extended by the Local Government Board's Provisional Order Confirmation (No. 11) Act, 1901, is now divided:—(1) the part of Bredbury Civil Parish (formerly Brinnington Civil Parish as reduced by Local Government Board Order No. P. 1711) which is now situated in Stockport Second Sub-District of Stockport Registration District, shall be transferred to Hyde Sub-District of the same Registration District; (2) all those parts of Stockport County Borough, as extended by the above-mentioned Act, shall be detached from Heaton Norris, Cheadle, Hazelgrove, and Hyde Sub-Districts of Stockport Registration District, and together with the remainder of Stockport County Borough, now situated within Stockport First and Stockport Second Sub-Districts, re-divided into three Sub-Districts to be constituted as follows, viz.:—(a) a Sub-District to be called and known as Stockport First Sub-District to be co-extensive

with Hollywood, Edgeley, Shaw Heath, St. Thomas', Hempshaw Lane, Cale Green, and Heaviley Municipal Wards of Stockport County Borough; (b) a Sub-District to be called and known as Stockport Second Sub-District to be co-extensive with Heaton Lane, Portwood, St. Mary's, Vernon, and Spring Bank Municipal Wards of Stockport County Borough; and (c) a Sub-District to be called and known as Stockport Third Sub-District to be co-extensive with Lancashire Hill, Old Road, Reddish North, and Reddish South Municipal Wards of Stockport County Borough.—Witness my hand this twentieth day of November, one thousand nine hundred and two.

Wm. C. Dunbar, Registrar-General.
General Register Office,
Somerset House, London.

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 Trigg, in the county of Cornwall, as Commissioners for the general purposes of the Acts of Parliament for granting to His 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 Public Rooms, Bodmin, on Saturday, the 6th day of December, 1902, at 3 o'clock in the afternoon, 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 Trigg aforesaid.

Bernard Mallet.
E. E. Nott Bower.

Inland Revenue, Somerset House,
London, 20th November, 1902.

NOTICES TO MARINERS.

(Nos. 814 to 834 of the year 1902.)

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

No. 814.—NORWAY, WEST COAST— FRÖISJÖEN.

Hovden—Shoals Eastward of.

Notice is hereby given that on a Norwegian Chart recently received a shoal, with a depth of $1\frac{1}{2}$ fathoms over it, is shown in the entrance to Inner Hovedevaag, Hovden, situated with Melkeviksftu beacon bearing N. 57° E., distant 7 cables, and Træsholm S. 10° E.

Approximate position, lat. $61^{\circ} 42\frac{1}{2}'$ N., long. $4^{\circ} 53\frac{1}{2}'$ E.

There is another shoal, with a depth of $1\frac{1}{2}$ fathoms over it, situated at a distance of one cable S. 9° E. from the above. Each of these shoals is marked on the northern side by a spar buoy.

The shoal which is situated 5 cables S. 54° W. from Melkeviksftu beacon is also marked by a spar buoy on its southern side.

[Variation 14° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Batalden to Vaagø, No. 3118. Also, Norway Pilot, Part II, 1894, page 227; and Supplement, 1897, page 10.

No. 815.—CANADA—NEW BRUNSWICK.

Richibucto River—Leading Lights.

With reference to Notice to Mariners No. 651 of 1902:—

The Government of the Dominion of Canada has given further notice, dated 26th October, 1902, containing the following information respecting the leading lights at the entrance of Richibucto River:—

Bar Lights.

The front light (white fixed, elevated 34 feet above high water) is situated 4 cables S. 52° E., and not, as before stated, $4\frac{1}{2}$ cables S.E. $\frac{1}{2}$ E. from the position of the former main or front leading light.

The rear light (white fixed, elevated 37 feet above high water) is situated at a distance of half a cable S. 8° W., and not, as before stated, S. $\frac{1}{2}$ W. half a cable from the front light.

Approximate position, lat. $46^{\circ} 42\frac{1}{2}'$ N., long. $64^{\circ} 45\frac{1}{2}'$ W.

These two lights in line S. 8° W. lead to the black can buoy which marks the southern limit of the anchorage outside the bar, and from thence between the buoys marking the channel over the bar.

Channel Leading Lights.

Two white fixed leading lights have been established on the south beach.

The front light, elevated 27 feet above high water, and visible from a distance of 5 miles, is shown from a white mast, 30 feet high, erected at a distance of $10\frac{1}{2}$ cables N. 64° W. from the former main or front leading light.

The rear light, elevated 32 feet above high water, and visible from a distance of 5 miles, is shown from a white mast, 35 feet high, erected at a distance of three-quarters of a cable N. 73° W. from the front light.

These two lights in line N. 73° W. lead through the channel after crossing the bar.

The lights are dioptric of the 7th order.

The former main or front leading white fixed light has been discontinued.

Approximate position, lat. $46^{\circ} 42\frac{1}{2}'$ N., long. $64^{\circ} 46\frac{1}{2}'$ W.

[Variation 24° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Richibucto River, No. 2199. Also, List of Lights, Part VIII, 1902, No. 209, page 34; and Gulf of St. Lawrence Pilot, Vol. II, 1895, page 82.

No. 816.—COCHIN CHINA—FISHERMAN ISLES.

Vulcan Rock and Castlereagh Bank—Positions of.

The French Government has given notice, dated 28th October, 1902, of the undermentioned particulars respecting the Vulcan Rock and Castlereagh Bank:—

1. The Vulcan Rock is situated between Hon ngai and Hon nai, about one mile N. 70° E. from its position as shown on the Chart, or 6 cables northward from Hon nai.

Approximate position, lat. $12^{\circ} 1\frac{1}{2}'$ N., long. $109^{\circ} 18\frac{1}{2}'$ E.

2. Castlereagh Bank, north-westward of Hon ngai, is reported to be situated to the north-westward of the position shown on the Chart, to be very extensive, and to have a number of coral heads upon it with depths of 3 fathoms over them, which can be distinguished by discoloured water. These coral heads are said to be steep-to.

[Variation 2° Easterly in 1902.]

This Notice affects the following Admiralty Chart:—Kam Rauh Bay to Vung Ro Bay, No. 1008. Also, China Sea Directory, Vol. II, 1899, page 398.

No. 817.—ENGLAND—EAST COAST,
HARWICH APPROACH.

Shipwash Sand—Names of Buoys Altered.

Information, dated 8th November, 1902, has been received from the Trinity House, London, that the names of the undermentioned buoys marking the Shipwash Sand in the approach to Harwich have been altered as follows:—

South-west Shipwash Buoy has been altered to South Shipwash Buoy.

South-east Middle Shipwash Buoy has been altered to South-east Shipwash Buoy.

North-east Middle Shipwash Buoy has been altered to East Shipwash Buoy.

Middle Shipwash Buoy has been altered to West Shipwash Buoy.

South Middle Shipwash Buoy has been altered to South-west Shipwash Buoy.

Approximate position, lat. 51° 55' N., long. 1° 35' E.

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; Approaches to Harwich, No. 2052. Also, North Sea Pilot, Part III, 1893, page 273; and Supplement, 1900, page 21.

No. 818.—NORTH SEA—JUTLAND.

Vyl Shoal—Wreck Near.

The Danish Government has given notice, dated 5th November, 1902, that the wreck of a cutter lies sunk at a distance of 4 miles S. 66° E. from Vyl light-vessel.

Approximate position, lat. 55° 23' N., long. 7° 52' E.

[Variation 12° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Eider River to Blaavand, No. 1887. Also, North Sea Pilot, Part IV, 1901, page 233.

No. 819.—UNITED STATES, ATLANTIC
COAST—NEW YORK.

*Fire Island Light Vessel—Wreck N.W. of,
Destroyed.*

With reference to Notice to Mariners No. 720 of 1902:—

The United States Government has given further notice, dated 25th October, 1902, that the wreck situated about 2 miles N. 62° W. from Fire Island light-vessel has been destroyed, there being now a depth of 13 fathoms over the spot.

Approximate position, lat. 40° 29' N., long. 73° 13' W.

[Variation 8° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Nantucket Island to Great Egg Harbour, No. 2480. Also, Sailing Directions for the East Coast of the United States, 1899, page 484.

No. 820.—CUBA—NORTH COAST.

*Nipe Bay, Port Banes, and Puerto Padre—Lights
Established.*

The Cuban Government has given notice that, on 15th August, 1902, the undermentioned lights would be established at Nipe Bay, Port Banes, and Puerto Padre:—

1. Nipe Bay.—A white group occulting light with a period of twenty seconds, elevated 31 feet above high water, and visible in clear weather from a distance of 8 miles, would be exhibited from a pole, with grey wooden dwelling at its base, erected on Mayari point, and situated with the signal station bearing S. 70° W., distance 2 $\frac{7}{10}$ miles, and Punta de la Ensenade Honda N. 40° W.

Approximate position, lat. 20° 47 $\frac{1}{2}$ ' N., long. 75° 30 $\frac{1}{2}$ ' W.

The light shows thus:—two occultations in quick succession, light, one occultation, light.

2. Port Banes.—A white group occulting light every twenty seconds, thus:—light, ten seconds; group of four occultations, ten seconds, would be exhibited on the south side of the entrance to Port Banes; it is elevated 37 feet above high water, visible in clear weather from a distance of 8 miles, and shown from a pole, with a white wooden dwelling at its base, erected 11 feet to the southward of the beacon 46 feet high, to the south-eastward of Fuerte point.

Approximate position, lat. 20° 52 $\frac{1}{2}$ ' N., long. 75° 38 $\frac{1}{2}$ ' W.

3. Puerto Padre.—A white occulting light every ten seconds, thus:—light, five seconds; eclipse, five seconds, would be exhibited to the northward of the entrance to Puerto Padre; it is elevated 37 feet above high water, visible in clear weather from a distance of 8 miles, and shown from a pole, with a grey wooden dwelling at its base, erected 10 feet eastward of the Entrance beacon (which has been removed), situated about 3 $\frac{1}{2}$ cables northward from Desgraciado point.

Approximate position, lat. 21° 16 $\frac{1}{2}$ ' N., long. 76° 32' W.

[Variation 1° Easterly in 1902.]

This Notice affects the following Admiralty Charts:—Cuba, No. 2580; Nipe Bay, No. 1380; Port Banes, No. 3167; Puerto Padre, No. 635. Also List of Lights, Part VIII, 1902, page 230; and West India Pilot, Vol. II, 1899, pages 493, 494, 497.

No. 821.—JAVA, EAST COAST—MADURA
STRAIT.

Probolingo Light—Intended Alteration of.

The Netherlands Government has given notice, dated 7th November, 1902, that during 1903 the character of Probolingo Light will be altered from white fixed to a white group occulting light every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds.

The light will be of the 5th order.

Approximate position, lat. 7° 43' S., long. 113° 13' E.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; Java, No. 1654. Also, List of Lights, Part VI, 1902, No. 502; and Eastern Archipelago, Part II, 1893, page 156.

No. 822.—NEW ZEALAND, NORTH ISLAND
—EAST COAST.*Whangarei Harbour—Buoy Withdrawn.*

Information, dated 29th September, 1902, has been received from the Government of New Zealand that the red cask buoy, $1\frac{1}{2}$ cables westward from the western extremity of Passage Island, Whangarei Harbour, has been withdrawn.

Approximate position, lat. $35^{\circ} 51' S.$, long. $174^{\circ} 31\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Whangarei Harbour, No. 2047. Also, New Zealand Pilot, 1901, page 97.

No. 823.—SUMATRA—NORTH-EAST COAST.

Langkat River Light—Intended Alteration in.

The Netherlands Government has given notice, dated 7th November, 1902, that it is intended during 1903 to alter the character of the light on the western side of the entrance to Langkat River from white fixed to a white group occulting light every thirty seconds, thus:—Light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds.

The light will be of the 4th order.

Approximate position, lat. $4^{\circ} 2' N.$, long. $98^{\circ} 28\frac{1}{2}' E.$

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Chart:—Diamond Point to Pulo Berhala, No. 1353. Also, List of Lights, Part VI, 1902, No. 391; China Sea Directory, Vol. I, 1896, page 79; and Supplement, 1899, page 7.

No. 824.—ENGLAND, EAST COAST—RIVER
HUMBER.*Bull Sands—New Shoal Formed.*

Information, dated 3rd November, 1902, has been received from the Conservator of the River Humber of the existence of a new shoal, with a depth of 14 feet over it, at low-water springs, to the south-westward of Bull Sands Light-vessel, situated with Spurn Point Lighthouse bearing N. $66^{\circ} E.$, distant 15 cables, and Donna Nook beacon S. $10^{\circ} E.$

Approximate position, lat. $53^{\circ} 33\frac{1}{4}' N.$, long. $0^{\circ} 5' E.$

CAUTION.—As the shoals out of the main channel are particularly liable to change, vessels should only be navigated in those channels which are kept buoyed.

[Variation 16° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Blakeney to Flamborough Head, No. 1190; River Humber No. 109. Also North Sea Pilot, Part III, 1897, page 152; and Supplement, 1900, page 13.

No. 825.—JAPAN SEA.

Liancourt Rocks—Position of.

The United States Government has given notice, dated 25th October, 1902, that Lieutenant Capehart, of the United States flagship "New York," has ascertained the position of Liancourt Rocks, by astronomical observations with the sea horizon, to be in lat. $37^{\circ} 9' 30'' N.$, long. $131^{\circ} 55' 0'' E.$, or about 4 miles to the southward of their position as shown on the chart.

This Notice affects the following Admiralty Chart:—Japan, No. 2347; Aburatani Bay to Ando Zaki, No. 1495. Also, China Sea Directory, Vol. IV, 1894, page 136.

No. 826.—BRAZIL—PARANAGUA BAY.

North and South Channel Entrances—Buoys Interchanged.

With reference to Notice to Mariners No. 419 of 1902:—

The Brazilian Government has given notice, dated 10th October, 1902, that the white bell buoy, marking the entrance to the north channel into Paranagua Bay, has been moved to the position of the red buoy marking the entrance to the south channel, and that buoy has been transferred to the position occupied by the bell buoy at the north channel entrance. The bell buoy will in future be situated at a distance of 5 miles S. $38^{\circ} E.$ from the Fort on the Island do Mel, and the red buoy at a distance of $6\frac{1}{10}$ miles S. $71^{\circ} E.$ from the same point.

Approximate position of Fort on the I. do Mel, lat. $25^{\circ} 31' S.$, long. $48^{\circ} 19\frac{1}{2}' W.$

[Variation 2° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Paranagua Bay, No. 231. Also, South America Pilot, Part I, 1893, page 189.

No. 827.—JAVA—NORTH COAST.

Tegal Light—Intended Alteration in.

The Netherlands Government has given notice, dated 7th November, 1902, that it is intended during 1903 to alter the character of Tegal light from white fixed to a white group occulting light every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds.

The light will be of 5th order.

Approximate position, lat. $6^{\circ} 51' S.$, long. $109^{\circ} 8' E.$

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Chart:—Java, No. 1653. Also, List of Lights, Part VI, 1902, No. 482; and Eastern Archipelago, Part II, 1893, page 119.

No. 828.—JAVA—NORTH COAST.

Cheribon Light—Intended Alteration in.

The Netherlands Government has given notice, dated 7th November, 1902, that during 1903 it is intended to alter the character of Cheribon Light from white fixed to a white group flashing light every thirty seconds, thus:—flash, three seconds; eclipse, three seconds; flash, three seconds; eclipse, three seconds; flash, three seconds; eclipse, fifteen seconds.

The light will be of the 5th order.

Approximate position, lat. $6^{\circ} 43' S.$, long. $108^{\circ} 34' E.$

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Java, No. 1653; Cheribon Road on Chart No. 932. Also List of Lights, Part VI, 1902, No. 479; Eastern Archipelago, Part II, 1893, page 117; and Supplement, 1899, page 11.

No. 829.—BRAZIL—PERNAMBUCO,
TAMANDARÉ.*Baixa Grande—Position of Buoy Marking.*

With reference to Notice to Mariners No. 517 of 1902:—

The Brazilian Government has given notice, dated 9th October, 1902, that the red conical

buoy marking *Baixa Grande* is situated on the south, and not on the north side of that shoal, as previously stated, or about one cable S. by W. from the position shown on the chart. From it Fort S. Ignacio Light bears N. 15° W., distant 13½ cables.

Approximate position of Fort S. Ignacio Light, lat. 8° 43½' S., long. 35° 5' W.

[Variation 15° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Plan of *Tamandaré* on Chart No. 891. Also, *South America Pilot*, Part I, 1893, page 81.

No. 830.—INDIA—WEST COAST.

Bombay Harbour—Wreck.

Information, dated 23rd October, 1902, has been received from Commander T. H. Hemming, in charge of the Indian Survey, that the wreck of the s.s. "*Sestos*," with foremast above water, is situated in *Bombay Harbour*, with the flagstaff on Middle ground bearing S. 65° W., distant 3 cables, and the Castle time ball N. 51° W.

Approximate position, lat. 18° 55' N., long. 72° 51¼' E.

The foremast is marked by two black balls placed horizontally during the day, which are replaced by two white fixed lights at night.

[Variation nil in 1902.]

This Notice affects the following Admiralty chart:—*Port of Bombay*, No. 665. Also, *West Coast of Hindustan Pilot*, 1898, page 201.

No. 831.—BRAZIL—PARANAGUA BAY.

South Channel—Wreck Marked by Buoy.

The Brazilian Government has given notice, dated 11th October, 1902, that the wreck of the "*Portao*," with a depth of 1½ fathoms over it, lies sunk in the south channel into *Paranagua Bay*; it is situated with the fort light on the island *do Mel* bearing S. 68° W., distant 7 cables, and *Conxas point light* S. 13° E. A red conical buoy has been placed on the western side of the wreck.

Approximate position, fort light, *do Mel*, lat. 25° 31' S., long. 48° 19¼' W.

[Variation 2° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—*Paranagua Bay*, No. 231. Also, *South America Pilot*, Part I, 1893, page 189.

No. 832.—AUSTRALIA—NORTH-WEST COAST.

Port Hedland—Tidal Signals Established.

Information, dated 17th September, 1902, has been received from the Government of the State of Western Australia, that the undermentioned tidal signals, indicating the state of the tide and the depth on the bar, are made from a flagstaff erected on the eastern side of the entrance to *Port Hedland*.

A ball hoisted at the masthead indicates a rising tide; a red flag in the same position that the tide is falling.

The depth signals are made from the western yard arm of the flagstaff, but no signal indicating the water on the bar will be made until the depth is 16 feet, when it will be denoted by one

ball at the yard arm. Two balls show a depth of 17 feet, three balls 18 feet, four balls 19 feet or upwards on the bar.

Approximate position, lat. 20° 18' S., long. 118° 35' E.

This Notice affects the following Admiralty Chart:—*Port Hedland*, No. 1437. Also, *Australia Directory*, Vol. III, 1895, page 272; and Supplement, 1898, page 4.

No. 833.—AUSTRALIA—NORTH-WEST COAST.

Ashburton Roads—Light Established.

Information, dated 26th September, 1902, has been received from the Government of the State of Western Australia that a red fixed light, visible in clear weather from a distance of 4 miles, has been established on the extremity of the jetty in *Ashburton-road*.

Approximate position, lat. 21° 41' S., long. 114° 59¾' E.

This light is unreliable.

This Notice affects the following Admiralty Charts:—*Mangrove Island to North-west Cape*, No. 3187; *Ashburton Road*, No. 3152. Also, *List of Lights*, Part VI, 1902, page 184; and *Australia Directory*, Vol. III, 1895, page 297.

No. 834.—WEST INDIES—PUERTO RICO.

Port San Juan—Leading Lights Intended.

The United States Government has given notice that, on 29th November, 1902, the undermentioned leading lights will be established in *Port San Juan*:

a. *Cataño leading lights*. A white fixed light, elevated 12 feet above high water, will be exhibited as a front light from a white post with oil house erected on a black pile dolphin, in a depth of 11 feet to the westward of *Cataño Point*. From it the eastern corner of *Cañuelo Fort* bears N. 13° W., distant 12½ cables, and the extremity of *Cataño Point* S. 86° E.

The rear light is a white fixed light, elevated 55 feet above high water, and shown from a white skeleton wooden tower erected about 30 yards from high-water mark, and 1⅞ cables S. 8° W. from the front light.

The above lights in line S. 8° W. lead through the entrance to the port, and are visible over an arc of 60° on either side of that line.

b. *Anegado shoal lights*. A red fixed light, elevated 11 feet above high water, will be exhibited as a front light from a red post with oil house erected on a black pile dolphin, in a depth of 12 feet. From it the eastern corner of *Cañuelo Fort* bears N. 57° W., distant 17 cables, and the jail dome N. 56° E.

The rear light, red fixed, elevated 28 feet above high water, is shown from a red post with oil house erected on a black pile dolphin, in a depth of 12 feet on the south-east side of *Anegado shoal* at a distance of one cable S. 43° E. from the front light.

These two lights in line S. 43° E. lead between the shoals extending from the town and the shoals to the south-westward of the channel.

Approximate position, *Cañuelo Fort*, lat. 18° 28½' N., longitude. 66° 8' W.

[Variation 1° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—*Port San Juan*, No. 478. Also, *List of Lights*, Part VIII, 1902, page 238; and *West India Pilot*, Vol. II, 1899, page 232.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
15th to 18th November, 1902.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the week ended 19th November, 1902.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.		Bullion.	Coin.		Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Spain and Canary Islands ..	773	..	773	1,091	10,695	11,786
Portugese East Africa ..	..	1,250	1,250	..	..	..
United States of America ..	..	134	134	..	1,146,525	1,146,525
Chile .. .. .	..	278	278	..	63,690	63,690
Brazil .. .. .	..	4,545	4,545	..	..	..
Channel Islands	540	..	540	..	..	..
British South Africa ..	..	47,000	47,000	..	..	..
British East Indies ..	..	19,501	19,501	..	..	..
Australia	257	38,677	38,934	..	92,935	92,935
New Zealand .. .. .	..	10,488	10,488	..	55,228	55,228
Other Countries	609	..	609	3,975	..	3,975
Aggregate of the Importations registered in the Week	2,179	121,873	124,052	5,066	1,369,073	1,374,139
Declared Value of the said Importations	£ 8,392	£ 463,325	£ 471,717	£ 802	£ 129,420	£ 130,222

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany .. .. .	..	..	..	..	..	39,818	39,818
France .. .. .	..	..	11,900	11,900	..	190,656	190,656
Portugal .. .. .	..	..	..	..	..	31,130	31,130
Austria-Hungary .. ..	..	..	6,378	6,378	..	..	..
Turkey .. .. .	..	..	..	..	..	10,667	10,667
Egypt	12,850	..	..	12,850	..	2,389	2,389
Mexico, Central and South America (except Brazil), and West Indies	12,850	..	..	12,850	2,904	..	2,904
British East Indies ..	3,711	..	3,720	7,431	..	782,566	1,577,632	
Other Countries	31	..	..	31	1,592	..	5,750
Aggregate of the Exportations registered in the Week	29,442	..	21,998	51,440	4,496	782,566	1,075,476	
Declared Value of the said Exportations	£ 114,616	£ ..	£ 89,600	£ 204,216	£ 1,243	£ 74,450	£ 110,030	

Cape of Good Hope Government Four and a Half Per Cent. Loans, issued under the authority of Acts Nos. 24 and 26 of 1878. Annual Drawing of Debentures.

NOTICE is hereby given, that the following are the numbers and values of the above Debentures drawn for payment, in accordance with the conditions upon which the above Loans were raised, on Thursday, the 13th November, 1902, in the presence of one of the Crown Agents for the Colonies, and of Mr. Charles Joseph Watts, Notary Public of the city of London.

And notice is further given, that the Debentures so drawn will cease to bear interest from the 1st day of December next, on and after which date they will be payable at the Office of the Crown Agents for the Colonies, Downing-street, London, provided the Debentures with the coupons for undue interest shall have been previously left three clear days for examination.

N.B.—The nominal value of all coupons for undue interest not delivered up with the Debentures will be deducted from the principal at the time of payment.

Numbers and Values of Debentures.

14	41	57	79	95	195	218	226	241	280	
444	504	537	563	569	595	677	698	700	720	
20 Debentures of £1,000 each										£20,000
55	98	137	147	199	247	333	338	361	434	
459	482	486	569	586	592	667	719	799	818	
848	917	941	1012	1169	1178	1190	1205	1213	1330	
1357	1373	1416	1427	1442	1489	1548	1602	1605	1677	
1706	1753	1757	1791	1814	1864	1875	1936	1949	1979	
2012	2039	2095	2171	2192	2228	2258	2277	2290	2314	
2320	2363	2390	2396	2405	2541	2572	2621	2663	2683	
2691	2719	2731	2752	2770	2788	2803	2835	2875		
79 Debentures of £500 each										£39,500
35	52	103	124	204	221	242	305	367	384	
393	400	408	499	521						
15 Debentures of £200 each										£3,000
9	34	47	52	58	162	178	261	296	421	
432	467	478	658	722	746	839	852	862	872	
886	891	903	932	947	973	1010	1022	1040	1049	
1053	1081	1155	1265	1281	1299	1349	1363	1376	1469	
1583	1631	1638	1729	1765	1762	1903	1933	2047	2060	
2075	2100	2170	2180	2203	2285	2351	2372	2383	2404	
2455	2486	2558	2599	2650	2676	2702	2726	2745	2766	
2785	2789	2791	2872	2906	2915	2932	2956	2967	2971	
80 Debentures of £100 each										£8,000
194 Debentures amounting to										£70,500

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 19th day of November, 1902.

ISSUE DEPARTMENT.

	£		£
Notes issued	49,039,530	Government Debt	11,015,100
		Other Securities	7,159,900
		Gold Coin and Bullion	30,864,530
		Silver Bullion	—
	<u>£49,039,530</u>		<u>£49,039,530</u>

Dated the 20th day of November, 1902.

J. G. Nairne, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	17,512,457
Rest	3,211,318	Other Securities	26,896,488
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts)	10,729,762	Notes	20,292,745
Other Deposits	38,233,033	Gold and Silver Coin	2,197,592
Seven Day and other Bills	172,169		
	<u>£66,899,282</u>		<u>£66,899,282</u>

Dated the 20th day of November, 1902.

J. G. Nairne, Chief Cashier.

POST OFFICE.

(Acquisition of Sites.)

(Power to the Postmaster-General to acquire Lands, Houses, and Buildings in London and Bristol for the service of the Post Office; Power Station; Stopping up Highways; Acquisition of and Interference with Rights, Lights, and other Privileges in London, Bristol, and Buxton, in the County of Derby; Agreements with Local Authorities and others; Incorporation and Amendment 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 the following purposes or some of them (that is to say):—

To empower His Majesty's Postmaster-General (hereinafter called "the Postmaster-General") to acquire for the service of the Post Office, by compulsory purchase or otherwise, the lands, houses, and buildings hereinafter described, that is to say:—

Paddington.—(Extension of Paddington District Sorting and Parcel Office.)

Certain lands, houses, buildings, and premises situated in the parish and metropolitan

borough of Paddington, in the county of London, lying on the south-east side of Stanley-street, the north-west side of Arthur-mews, and the north-east side of London-street.

And to stop up and extinguish all public and private rights of way in, over, through or along so much of Stanley-street aforesaid as lies between its junction with London-street and a line drawn across the street from the north-east corner of the house No. 6 in the said street, and so much of London-street as lies between the junction therewith of Arthur-mews and the junction therewith of Francis-street, and to vest in the Postmaster-General, or empower him to appropriate, the site and soil of the portions of streets so to be stopped up and any rights or easements relating thereto.

And the said intended Act will or may repeal, alter, or amend some of the provisions of section 58 of the Great Western Railway (No. 1) Act, 1882, and of sections 37 and 38 of the Great Western Railway (General Powers) Act, 1898. Southwark.—(Extension of South Eastern District

Post Office.)

Certain lands, houses, buildings, shops, workshops, yards, and premises situate in the parish

of St. Mary, Newington, in the metropolitan borough of Southwark, in the county of London, on the south-east side of Borough High-street, the south-west side of Great Dover-street, and the north-west side of Swan-street.

Southwark.—(Proposed Power Station.)

Certain lands, houses, buildings, wharves, and premises situate in the parish of Christchurch, in the metropolitan borough of Southwark, in the county of London, comprising the riverside wharves and premises situate on the southern side of the River Thames and the northern side of Upper Ground-street, Blackfriars, and known as the Old Barge House Cement Wharf, recently in the occupation of Messrs. Broad and Company Limited, the Old Barge House Corn Wharf, now or recently in the occupation of Wm. and Alfred Aste, and the Old Barge House Iron Wharf, now or recently in the occupation of the Thames Bank Iron Company, and the licensed house and premises known as the "Admiral Vernon" public-house, situate on the northern side of Upper Ground-street aforesaid and the eastern side of Old Barge House-alley, leading from that street to Old Barge House-stairs.

The lands and premises last above described, together with other lands and premises adjoining thereto and already acquired by the Postmaster-General and hereinafter described, are proposed to be taken for the construction of a Station for generating electricity.

Bristol.—(Extension of Head Post Office.)

Certain lands, houses, offices, buildings and premises situate in the parish of St. Werburgh, in the city and county of Bristol, in the county of Gloucester, and lying on the south-west side of Small-street and the east side of St. Leonards-lane.

To provide for the extinguishment of all rights of way and light, public and private rights, easements, and restrictions in, over, under, or affecting, or relating to the lands proposed to be acquired, or in, over, under, or affecting or relating to other lands already acquired by the Postmaster-General and situate on the southern side of the river Thames, the eastern side of Old Barge House-alley and the northern side of Upper Ground-street, Blackfriars, in the said parish of Christchurch, in the metropolitan borough of Southwark, in the county of London, known as the Old Barge House Wharf, and adjoining the lands in the said parish and borough proposed to be acquired as aforesaid, and in, over, under or affecting or relating to lands and premises already acquired by the Postmaster-General for the erection of a new Post Office in the town and urban district of Buxton, in the county of Derby, being houses and premises known as Nos. 9 and 10, the Quadrant, Buxton, and the garden ground or vacant land lying on the west and north sides of and adjacent to such houses and premises.

To empower the Postmaster-General to pull down, alter, and remove buildings and houses, or parts thereof, and to sell the materials and appropriate the sites thereof, and to erect and maintain offices and buildings and other conveniences on any of the lands in this Notice mentioned.

To empower the Postmaster-General to stop up, divert, alter, remove, or appropriate temporarily or permanently streets, roads, ways, paths, or passages over, by the side of, or adjoining the premises so intended to be acquired, or already

acquired by him, as aforesaid, and, if need be, to stop up, appropriate, or divert any sewers or drains in or under or connected therewith respectively, and also to throw land into or add to any roads, ways, paths, streets, places, or passages.

To empower the Postmaster-General, and the Great Western Railway Company, and any corporation, council, body or person to enter into and carry into effect contracts and agreements with reference to the formation, diversion, or alteration of streets or highways, and with reference to any sale, lease, or exchange of land, or any matters aforesaid, and to make money payments in respect thereof.

To enable the Postmaster-General, if he thinks fit, to purchase so much of any house, building, or manufactory, or other hereditaments as he may require for any of the purposes of the intended Act, without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, or of any other Act or Acts.

To confer all such other rights, powers, and privileges as may be necessary or convenient for the purposes aforesaid, and to vary and extinguish all existing powers, rights, and privileges in or over the lands intended to be taken under the powers of the intended Act, or mentioned in this Notice, or which would in any manner impede or interfere with any of the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the intended Act the Lands Clauses Acts with or without amendment, and to alter or repeal any local or general Act which may interfere with the objects of the intended Act.

On or before the 29th day of November instant a plan and duplicate thereof, describing the situation of the said lands, houses, buildings and hereditaments proposed to be taken under the power of the said intended Act, and a book of reference to the plan will be deposited as follows, as relates to lands in the county of London, with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, in that county, and as relates to lands in the city and county of Bristol with the Clerk of the Peace for that county at his office at Bristol, and with the Clerk of the Peace for the county of Gloucester at his office at Gloucester, and a copy of so much of the said plan and book of reference as relates to lands in the metropolitan borough of Paddington will be deposited with the Town Clerk of such borough at his office at the Town Hall, Harrow-road, in the said borough, and a copy of so much of the said plan and book of reference as relates to lands in the metropolitan borough of Southwark will be deposited with the Town Clerk of that borough at his office at the Town Hall, Walworth-road, in the said borough, and a copy of so much of the said plan and book of reference as relates to lands in the city and county borough of Bristol will be deposited with the Town Clerk of Bristol at his office at Bristol.

Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

Dated the 18th day of November, 1902.

ROBERT HUNTER, Solicitor to the Post Office, General Post Office, London,

In Parliament.—Session 1903.

CROYDON AND DISTRICT ELECTRIC TRAMWAYS (EXTENSIONS).

(Construction of Tramways and Works in Counties of London, Surrey, and Kent by British Electric Traction Company Limited; Use and Supply of Mechanical or Electrical Power; Breaking up of and other Powers as to Streets and other Tramways and Light Railways; Compulsory Purchase of Lands; Agreements with and Powers (including Borrowing Powers) to Local Authorities and Others; Transfer to Company of the Powers of Mitcham Light Railway Order, 1901; Powers to Croydon Rural District Council as to Repurchase; Borrowing Money and Levying Rates; Power to London County Council and District Council of Beckenham to Construct Portions of Tramways; to Apply Funds; to Borrow Money and Levy Rates; Tolls, &c.; Provisions as to Purchase and Leasing of Tramways, &c.; Incorporation and Amendments 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 British Electric Traction Company Limited (hereinafter called the Company) for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To empower the Company to construct, lay down, maintain, and use with all proper rails, plates, and conveniences connected therewith the tramways hereinafter described or some or one of them.

Where in the description of any of the proposed tramways or narrow places or lands to be acquired any distance is given as being measured from the intersection or junction of any streets or roads 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 and a point described as being opposite a street or road is to be taken (unless otherwise stated), as being opposite the centre of the street or road.

The tramways proposed to be authorized by the Bill will be situate in the parish of Tooting Graveney, in the metropolitan borough of Wandsworth and the parish of Lewisham, in the metropolitan borough of Lewisham, both in the county of London, in the parish and urban district of Carshalton and the parishes of Mitcham, Beddington, and Wallington (Hamlet), in the rural district of Croydon, all in the county of Surrey, and in the hamlet of Penge, in the urban district of Penge, and the parishes and urban districts of Beckenham and Bromley, and the parishes of Farnborough, Chelsfield, Cudham, in the rural district of Bromley and the parish of Halstead, in the rural district of Sevenoaks, all in the county of Kent, or in some or one of them, and are as follows:—

Tramway No. 1.—Commencing in Westmead-road, Carshalton, by a junction with Tramway No. 6, authorized by the Croydon and District Electric Tramways Act, 1902 (hereinafter called "the Act of 1902"), at the point at which the boundary between the urban districts of Sutton and Carshalton crosses that road, passing thence eastward along Westmead-road into and along Ringstead-road into and eastward along Carshalton-road to its junction with Parkhill-road, thence in a south-easterly direction across private lands to a point in Carshalton Park-road 60 yards or thereabouts south-westward of the junction of Salisbury-road with Carshalton Park-road,

thence north-eastward along Carshalton Park-road to a point on the eastern side of that road 133 yards or thereabouts north-east of the junction of Salisbury-road aforesaid, thence eastward across private lands into and along Talbot-road, thence continuing eastward across private lands at the eastern end of the said road to the western side of Park-lane, and terminating at the boundary between the urban district of Carshalton and the hamlet of Wallington at a point 77 yards or thereabouts, measured in a southerly direction from the junction of Meadow-road with the said Park-lane (Wallington).

Tramway No. 2.—Commencing by a junction with Tramway No. 1 at its termination above described, passing thence southwards into and along Park-lane, across private land near its junction with Stanley Park-road, into and eastward along Stanley Park-road and Stafford-road, and terminating in the latter road at or about the point at which the boundary between the hamlet of Wallington and parish of Beddington crosses that road.

Tramway No. 3.—Commencing by a junction with Tramway No. 2 at its termination above described, passing thence eastward along and terminating in Stafford-road by a junction with Tramway No. 10 authorized by the Act of 1902, at or about the point at which the boundary between the parish of Beddington and the borough of Croydon crosses that road.

Tramways Nos. 1, 2, and 3 will be situate in the said parishes of Carshalton, Wallington (Hamlet), and Beddington.

Tramway No. 4.—Commencing in Anerley-road, Penge, by a junction with Tramway No. 15 authorized by the Croydon and District Electric Tramways Act, 1902, at a point 26 yards or thereabouts north-west of the junction of Thicket-road with the said Anerley-road, passing thence along and terminating in Anerley-road at a point 22 yards or thereabouts north-west of its junction with Croydon-road.

Tramway No. 4a.—Commencing in Anerley-road by a junction with Tramway No. 4 at a point 26 yards or thereabouts south-east of the junction of Thicket-road therewith passing thence into and terminating in Thicket-road by a junction with the before-mentioned Tramway No. 15 authorized by the Act of 1902 at a point 26 yards or thereabouts north-east of the junction of the said roads.

Tramway No. 5.—Commencing in Anerley-road by a junction with Tramway No. 4 at its termination above described, passing thence into and terminating in Elmers End-road at or about the point at which the boundary between the urban districts of Penge and Beckenham crosses that road.

Tramway No. 5a.—Commencing in Anerley-road by a junction with Tramway No. 4 at its termination above described, passing thence into and terminating in Croydon-road by a junction with Tramway No. 21 authorized by the Act of 1902 at a point 20 yards or thereabouts north-east of the junction of the said roads.

Tramway No. 5b.—Commencing in Anerley-road by a junction with Tramway No. 4 at its termination above described, passing thence into and terminating in Croydon-road by a junction with the above-mentioned Tramway No. 21 at a point 20 yards or thereabouts south-west of the junction of the said roads.

Tramways Nos. 4, 4a, 5, 5a, and 5b will be situate in the said hamlet and urban district of Penge.

Tramway No. 6.—Commencing at or about the junction of High-street, Beckenham, and Manor-road, passing thence into and along the said

Manor-road and Bromley-road, and terminating in the latter road at a point 24 yards or thereabouts measured in a westerly direction from its junction with Shortlands-road.

Tramway No. 7.—Commencing in Bromley-road by a junction with Tramway No. 6 at its termination above described, passing thence into and along Shortlands-road, Valley-road, to the south-eastern end of that road, thence in a south-easterly direction, across private lands, and terminating on the western side of Aylesbury-road at the boundary between the urban districts of Beckenham and Bromley at a point 31 yards or thereabouts measured in a southerly direction from the junction of Newbury-road with the said Aylesbury-road.

Tramway No. 8.—Commencing on the southern side of Aylesbury-road by a junction with Tramway No. 7 at its termination above described, passing thence along the said Aylesbury-road to the south-eastern end thereof, thence continuing south-eastward, across private property, into and in a north-easterly direction, along Westmoreland-road, into and terminating in Mason's Hill at a point 107 yards or thereabouts measured in a north-westerly direction from the junction of South Hill therewith.

Tramway No. 9.—Commencing in Mason's Hill by a junction with Tramway No. 8 at its termination above described, passing thence along Mason's Hill and the road known as Bromley Common, to and terminating in that road at or about the point at which the boundary between the urban district of Bromley and the parish of Farnborough crosses that road.

Tramway No. 10.—Commencing in the main road from Bromley to Sevenoaks by a junction with Tramway No. 9 at its termination above described, passing thence along the said main road, and terminating therein at a point opposite the western corner of the "George and Dragon" Public-house, Farnborough.

Tramway No. 11.—Commencing in the main road from Bromley to Sevenoaks by a junction with Tramway No. 10 at its termination above described, passing thence along, and terminating in the said main road opposite the eastern side of the approach road to Knockholt Station.

Tramway No. 12.—Commencing in Bromley Common aforesaid by a junction with Tramway No. 9 at a point 43 yards or thereabouts, measured in a northerly direction, from the junction of Church-lane with Bromley Common, passing thence into and along Oakley-road, and terminating therein at or about the point at which the boundary between the parishes of Bromley and Keston crosses that road.

Tramway No. 13.—Commencing on Mason's Hill, Bromley, by a junction with Tramway No. 9 at its commencement above described, passing thence in a northerly direction along the said Mason's Hill (crossing the South Eastern and Chatham Railway at Bromley Station), thence along High-street, Bromley, and London-road, and terminating in the last-mentioned road at a point 26 yards or thereabouts, measured in a south-easterly direction from the junction of Park End with the said London-road.

Tramway No. 13a.—Commencing on Mason's Hill, Bromley, by a junction with Tramway No. 13, above described, at a point 25 yards or thereabouts measured in a north-westerly direction from the junction of Westmoreland-road with the said street, passing thence into and terminating in Westmoreland-road by a junction with Tramway No. 8, above described, at a point 26 yards or thereabouts, measured in a south-

westerly direction from the junction of the said road and hill.

Tramway No. 13b.—Commencing in High-street, Bromley, by a junction with Tramway No. 13, above described, at a point 10 yards or thereabouts measured in a north-westerly direction from the White Hart Hotel, passing thence along the eastern side of Market-square and into and terminating in the said High-street by another junction with Tramway No. 13 at or near the junction of High-street with Church-road.

Tramway No. 14.—Commencing in London-road, Bromley, by a junction with Tramway No. 13, at its termination above described, passing thence along and terminating in London-road at or about the point at which the boundary between the urban district of Bromley and the county of London crosses that road.

Tramways Nos. 6, 7, 8, 9, 10, 11, 12, 13, 13a, 13b, and 14 will be situate in the said parishes and urban districts of Beckenham and Bromley and the parishes of Farnborough, Chelsfield, Cudham and Halstead.

Tramway No. 15.—Commencing in Kent House-road at or about the point at which the boundary between the urban district of Beckenham and the parish of Lewisham crosses that road, passing thence northward along the said Kent House-road into and westward along Sydenham-road and Kirkdale, and terminating therein at or about the junction of Peak-hill therewith.

Tramway No. 15 will be situate in the metropolitan borough of Lewisham, in the county of London.

Tramway No. 16.—Commencing in Merton-road, Tooting Graveney, by a junction with tramways authorized by the London County Council (Tramways and Improvements) Act, 1901, at a point 16 yards or thereabouts north-east of the junction of Longley-road with Merton-road, passing thence into and along Longley-road into and terminating in Mitcham-road by a junction with the light railways authorized by the Mitcham Light Railways Order, 1901, at a point 60 yards or thereabouts measured in a northerly direction from the centre of the bridge carrying the Mitcham-road over the railway at Tooting Junction.

Tramway No. 16 will be situate in the said parish of Tooting Graveney in the metropolitan borough of Wandsworth, in the county of London, and in the parish of Mitcham, in the rural district of Croydon.

Between the following points 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 tramways 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.—(a) In Westmead-road and Ringstead-road, between points respectively situate 50 yards and 352 yards or thereabouts from the commencement of the tramway as above described.

(b) In Ringstead-road for a distance of 66 yards or thereabouts north from Croft-road.

(c) In Ringstead-road and Carshalton-road from a point 95 yards or thereabouts south from Croft road to a point 30 yards or thereabouts east from Alma-road.

(d) In Carshalton-road—

(1) From Cambridge-road to a point 57 yards or thereabouts to the east thereof.

(2) For a distance of 105 yards or thereabouts westward from Park Hill-road.

(e) In Talbot-road—

Between points respectively situate 25 yards and 91 yards or thereabouts east of the square.

Tramway No. 2.—(a) In Park-lane—

(1) Between points respectively situate 14 yards and 66 yards or thereabouts from the commencement of the tramway as above described.

(2) Between points respectively situate 26 yards or thereabouts north and 40 yards or thereabouts south of the junction of Springfield-road with Park-lane.

(3) From Grosvenor-road to a point 57 yards or thereabouts north of Stanley Park-road.

(b) In Stanley Park-road, between points respectively 127 yards or thereabouts west and 187 yards or thereabouts east of the junction of Holmwood-gardens with the said Stanley Park-road.

(c) In Stafford-road—

(1) Between points respectively situate 17 yards and 83 yards or thereabouts east of Woodcote-road.

(2) From Elgin-road for a distance of 66 yards or thereabouts to the west thereof.

Tramway No. 3.—In Stafford-road—

(1) Between points respectively situate 17 yards and 83 yards or thereabouts east of Sandy-lane.

(2) Between points respectively situate 240 yards and 306 yards or thereabouts east of Sandy-lane.

(3) Between points respectively situate 110 yards and 44 yards or thereabouts west of Plough-lane.

(4) Between points respectively situate 87 yards and 153 yards or thereabouts east of Plough-lane.

(5) Between points respectively situate 307 yards and 373 yards or thereabouts east of Plough-lane.

(6) Between points respectively situate 203 yards and 137 yards or thereabouts south-west from the termination of the tramway as above described.

Tramway No. 4.—(a) In Anerley-road.

(1) On the south-west side thereof from the commencement of the tramway as above described to a point 16 yards or thereabouts north-west of Minden-road.

(2) On the north-east side thereof from Thicket-road to a point 16 yards or thereabouts north-west of Minden-road.

(3) Between points respectively situate 107 yards and 195 yards or thereabouts south-east of Seymour-villas.

(4) Between points respectively situate 112 yards and 23 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 4a.—In Anerley-road and Thicket-road, on their north-east and east sides respectively, for the entire length of the tramway.

Tramway No. 5.—In Elmers End-road from a point 15 yards or thereabouts south-east of Croydon-road to a point 22 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 6.—(a) In Manor-road throughout the entire length of that road.

(b) In Bromley-road.

(1) From the western side of "the Knoll" to Westgate-road.

(2) On the south side thereof between points respectively situate 152 yards and 218 yards or thereabouts east of Oakwood-avenue.

(3) Between points respectively situate 300 yards and 234 yards or thereabouts west of Downs Bridge-road.

(4) On the south side thereof, between points respectively situate 131 yards and 65 yards or thereabouts west of Downs Bridge-road.

(5) On the north side thereof from Downs Bridge-road to Albemarle-road.

(6) On the south side thereof from Scott's-lane for a distance of 177 yards or thereabouts to the east thereof.

Tramway No. 7.—(a) In Shortlands-road, on the west side thereof, between points respectively situate 32 yards and 55 yards or thereabouts from Bromley-road.

(b) In Shortlands-road and Valley-road, on the east sides thereof, between points respectively situate 17 yards north and 50 yards south, of the junction of the entrance road to Shortlands Station with the said Shortlands-road.

Tramway No. 8.—(a) In Aylesbury-road, between points respectively situate 22 yards and 84 yards or thereabouts from the commencement of the tramway as above described.

(b) In Westmoreland-road.

(1) From the Sandford-road, for a distance of 58 yards or thereabouts to the west thereof.

(c) In Westmoreland-road and Mason's-hill, on the south-east and south-west sides thereof respectively, for a distance of 53 yards or thereabouts from the termination of the tramway as above described.

Tramways Nos. 8 and 13a.—In Westmoreland-road on the north-west side thereof from a point opposite Mason's-hill, for a distance of 27 yards or thereabouts measured in a south-westerly direction.

Tramway No. 9.—(a) In Mason's Hill :—

(1) From the commencement of the tramway to a point 30 yards or thereabouts south-east of Prospect-place.

(2) Between points respectively situate 74 yards and 140 yards or thereabouts south-east of Wendover-road.

(3) For a distance of 66 yards or thereabouts north-west from the junction of Homesdale-road with the said Mason's Hill.

(b) In Bromley Common :—

I On the south-west side thereof—

(1) Between points respectively situate 140 yards and 206 yards or thereabouts south-east of Hayes-lane.

(2) For a distance of 66 yards or thereabouts north-west from Southlands-road.

(3) Between points respectively situate 103 yards and 37 yards or thereabouts north-west from Walpole-road.

(4) Between points respectively situate 42 yards or thereabouts north-west and 24 yards or thereabouts south-east of the junction of Johnson-road with the said Bromley Common.

II On the north-east side thereof—

(1) Between points respectively situate 198 yards and 264 yards or thereabouts south-east from Johnson-road.

(2) Between points respectively situate 8 yards and 74 yards or thereabouts south-east from the central entrance to the house known as The Rookery.

(3) Between points respectively situate 246 yards and 180 yards or thereabouts north-west from Slough-lane.

(4) Between points respectively situate 116 yards and 50 yards or thereabouts north-west from Magpiehall-lane.

(5) Between points respectively situate 116 yards and 182 yards or thereabouts south-east from Magpiehall-lane.

III (1) For a distance of 44 yards or thereabouts southwards from Church-lane.

(2) Between points respectively situate 33 yards and 189 yards or thereabouts south of Brewery-road.

(3) Between points respectively situate 69 yards and 11 yards or thereabouts north of Jackson-road.

IV On the north-east side thereof between points respectively situate 263 yards and 153 yards or thereabouts from the termination of the tramway as above described.

V For a distance of 76 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 10.—(a) In the main road from Bromley to Sevenoaks.

(1) From the commencement of the Tramway for a distance of 458 yards or thereabouts.

(2) For a distance of 66 yards or thereabouts north-west from a point opposite the northern side of Pickington's-lane.

(3) Between points respectively situate 310 yards and 150 yards or thereabouts north-west from Welbrook-road.

(4) From the northern side of Welbrook-road to a point 123 yards or thereabouts south-east of Hilda Vale-road.

(5) Between points respectfully situate 262 yards and 328 yards or thereabouts south-east of Hilda Vale-road.

(6) Between points respectively situate 114 yards and 68 yards or thereabouts north-west of the Coach and Horses public-house.

(7) From a point 34 yards or thereabouts north-west of the Coach and Horses public-house to the Woodman Inn, Farnborough.

(8) Between points respectively situate 30 yards and 62 yards or thereabouts east of the Woodman Inn, Farnborough.

(9) On the south-west side thereof between points respectively situate 126 yards and 45 yards or thereabouts from the termination of the tramway as above described.

(10) On the north-east side thereof for a distance of 126 yards or thereabouts from the termination of the tramways above described.

Tramway No. 11.—(a) In the main road from Bromley to Sevenoaks.

(1) From the commencement of the tramway to a point 113 yards or thereabouts east thereof.

(2) From the road leading from Farnborough to Orpington Station to a point 162 yards or thereabouts east thereof.

(3) Between points respectively situate 328 yards and 394 yards or thereabouts east of the road leading from Farnborough to Orpington Station.

(4) Between points respectively situate 281 yards and 215 yards or thereabouts north-west of the road leading from the Green (Green-street Green) to Downe.

(5) Between points respectively situate 87 yards and 21 yards or thereabouts north-west of the road leading from the Green (Green-street Green) to Downe.

(6) Between points respectively situate 13 yards and 287 yards or thereabouts south-east of the road leading from the Green (Green-street Green) to Downe.

(7) Between points respectively situate 263 yards and 35 yards or thereabouts north of the entrance to Oak Brewery, Green-street Green.

(8) Between points respectively situate 5 yards and 71 yards or thereabouts south of the entrance to Oak Brewery, Green-street Green.

(9) Between points respectively situate 33 yards and 93 yards or thereabouts south of the Queen's Head Public-house, Green-street Green.

(10) Between points respectively situate 22 yards or thereabouts north and 44 yards or thereabouts south of the junction of the entrance to Chelsfield Hall with the said main road.

(11) From a point 103 yards or thereabouts north-west of Snag-lane to a point 22 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 12.—(a) In Oakley-road

(1) From Bromley Common aforesaid to a point 95 yards or thereabouts from the commencement of the tramway.

(2) On the east side thereof from a point 192 yards or thereabouts from Bromley Common aforesaid to a point 56 yards or thereabouts north of Cross-road.

(3) On the west side thereof, from a point 192 yards or thereabouts from Bromley Common aforesaid to a point 8 yards or thereabouts north of Cross-road.

(4) From a point 137 yards or thereabouts south of Cross-road to a point 22 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 13.—(a) In Mason's Hill, on the north-east side, from the commencement of the tramway, for a distance of 13 yards or thereabouts.

(b) In High-street, Bromley.

(1) From the northern side of Ravensbourne-road, for a distance of 60 yards or thereabouts, measured in a south-easterly direction.

(2) Between points respectively situate 67 yards and 130 yards or thereabouts north of Elmfield-road.

(3) Between points respectively situate 104 yards and 40 yards or thereabouts south of Church-road.

(4) Between points respectively situate 222 yards and 83 yards or thereabouts south-east of Beckenham-lane.

(5) From Beckenham-lane to a point 87 yards or thereabouts to the north thereof.

(c) In London-road.

Between points respectively situate 73 yards and 12 yards or thereabouts, south of Blyth-road.

Tramway No. 13b.—In High street, Bromley, and the south side of the Market-square, for a distance of 30 yards or thereabouts, from the commencement of the tramway as above described.

Tramway No. 14.—(a) In London-road.

(1) Between points respectively situate 33 yards and 97 yards or thereabouts north-west of Park End.

(2) Between points respectively situate 27 yards and 93 yards or thereabouts north-west of Heathfield-road.

(3) Between points respectively situate 19 yards and 85 yards or thereabouts north-west of Spencer-road.

(4) Between points respectively situate 88 yards and 22 yards or thereabouts from the termination of the tramway as above described.

Tramway No. 15.—(a) In Sydenham-road.

(1) Between points respectively situate 25 yards and 91 yards or thereabouts west of Acacia-road.

(2) Between points respectively situate 15 yards and 50 yards or thereabouts west of Mayow-road.

(3) Between points respectively situate 63 yards and 34 yards or thereabouts east of Peak Hill.

Tramway No. 16.—(a) On the south-east side of Merton-road and northernmost side of Longley-road for a distance of 83 yards or thereabouts

from the commencement of the tramway as above described.

(b) In Longley-road.

(1) On the south side thereof from Merton-road for a distance of 60 yards or thereabouts.

(2) Between points respectively situate 190 yards and 126 yards or thereabouts north-west of Charlmont-road.

(3) From Charlmont-road to a point 66 yards or thereabouts to the south-east thereof.

(4) Between points respectively situate 110 yards and 44 yards or thereabouts north west of Bickersteth-road.

5. On the north side thereof between points respectively situate 87 yards and 230 yards or thereabouts east of Bickersteth-road.

6. On the south side thereof between points respectively situate 87 yards and 220 yards or thereabouts east of Bickersteth-road.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal or electrical power or such other mechanical power as may for the time being be applicable.

The gauge of the intended tramways will be 4 feet 8½ inches.

To authorize the Company—

(a) To make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works, in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended tramways or any of them, or any tramways or light railways of or leased to run over, worked or used by the Company, 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, or for forming junctions with any tramways or light railways of or leased to run over, worked or used by the Company or of the London County Council, and to erect and use such stables and sheds and offices, buildings and conveniences, and to alter double to single lines and vice versa or double or single to interlacing lines or vice versa.

(b) To lay down, construct, erect, and maintain on, in, over, or under the surface of any street, road, bridge, or place, or any lands, and 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 the surface of such streets, roads, bridges, places, or lands as may be necessary or convenient either for the working of the intended tramways or any tramways or light railways of, or leased to, or worked, run over, or used by the Company or with which any tramways or light railways of or leased to or worked or used by the Company connect, or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating stations, engines, machinery, or apparatus.

(c) To deviate in the construction of the portion of tramways which will be situate on private lands from the line and levels thereof as shown on the plans and sections to be deposited as hereinafter mentioned.

(d) To enter upon, open, and break up the surface of, cross, alter, and stop up and divert, or otherwise interfere with streets and roads tramways, footways, railways, watercourses, sewers, drains, pipes, tubes, wires, apparatus, matters and things, or any of them, for the purposes of the aforesaid tramways and works of the Bill, or for the purpose of altering or adapting to the use of electrical or other mechanical power, any tramways or light railways of, or leased to, worked or run over by the Company.

(e) To remove or discontinue the use of any of the intended tramways, or any part thereof, where necessary or expedient, and to make in the same, or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway, so removed or discontinued to be used or intended so to be.

(f) 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, or along or upon any tramways or light railways of, or leased to, or run over, worked or used by the Company, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

(g) To widen where necessary the carriage way of any road along which the intended tramways are to be laid, or in which any tramways or light railways of, or leased to, or worked or run over by the Company, and to be adapted by the Company for working by electrical or other mechanical power, are or will be situate by reducing the width of the footpath or otherwise.

(h) 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.

(i) 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.

To authorize and empower the Company to enter upon, take, and use compulsorily, or otherwise, and to hold the lands and to exercise the powers hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say):—

I. The lands in the aforesaid parishes of Carshalton, Wallington, Beckenham, and Bromley, required for the construction of so much of the intended Tramways Nos. 1, 2, 7, and 8, as will be constructed across private lands as hereinbefore described.

II. In the parish of Carshalton:—

(a) A strip of land abutting on the north side of Westmead-road, Carshalton, between points respectively situate 63 yards, or thereabouts, east and 200 yards or thereabouts, west of the junction of Ringstead-road with Westmead-road.

(b) A piece of land abutting on the west side of Ringstead-road at or about its junction with Westmead-road.

(c) A piece of land abutting on the east side of Ringstead-road at or about its junction with Carshalton-road.

(d) A strip of land abutting on the south side of Carshalton-road between points respectively situate 88 yards or thereabouts east and 87 yards or thereabouts west of the junction of Ringstead-road therewith.

(e) A strip of land abutting on the north side of Carshalton-road extending from Highfield-road for a distance of 83 yards or thereabouts westward.

(f) A strip of land abutting on the south side of Carshalton-road, opposite Highfield-road.

(g) A strip of land consisting of the forecourts of the houses on the south side of Carshalton-road, extending from Cambridge-road for a distance of 75 yards or thereabouts eastward.

(h) Lands abutting on the north side of Carshalton-road at or about its junction with Pound-street.

III. In the parishes of Carshalton and Wallington.

Lands lying on both sides of Park-lane, extending from the northern side of the bridge carrying the said Park-lane over the London, Brighton and South Coast Railway for a distance of 93 yards or thereabouts southwards, and to empower the Company to widen the said bridge and the southern approach thereto on both sides thereof.

IV. In the parish of Wallington.

A strip of land abutting on the south side of Stanley Park-road, and extending from a point opposite the west side of Holmwood-gardens for a distance of 180 yards or thereabouts westward.

V. In the parish of Beckenham.

(a) A strip of land abutting on the north side of Bromley-road between the Knoll and West-gate-road.

(b) A strip of land consisting of the forecourts of the houses on the south side of Bromley-road between points respectively situate 32 yards and 123 yards or thereabouts east of Wickham-road.

(c) A strip of land abutting on the north side of Bromley-road extending from Downs Bridge-road for a distance of 110 yards or thereabouts in an easterly direction.

(d) A strip of land abutting on the south side of Bromley road extending from Scott's-lane for a distance of 137 yards or thereabouts in an easterly direction.

(e) A piece of land abutting on the southern side of Bromley-road and western side of Shortlands-road at or about the junction of those roads.

VI. In the parish of Bromley.

(a) A piece of land abutting on the north-west side of Westmoreland-road at or about its junction with High-street.

(b) A slip of land abutting on the south-west and south-east sides respectively of Westmoreland-road and Mason's-hill, and extending from Sandford-road to a point opposite Prospect-place.

(c) The property abutting on the east side of High-street and extending from the White Hart Hotel for a distance of 21 yards or thereabouts in a northerly direction.

(d) A strip of land and building abutting on the south west side of High-street and extending between points respectively situate 223 yards and 100 yards or thereabouts measured in a south-easterly direction from Beckenham-lane.

(e) A strip of land abutting on the east side of High-street and London-road extending from a point opposite the Swan and Mitre public-house to the northern boundary wall of the ground of Bromley College.

(f) A strip of property abutting on the west side of High-street consisting of shops and forecourts, and extending from Beckenham-lane for a distance of 93 yards or thereabouts in a northerly direction.

VII. In the parishes of Bromley and Farnborough.

A strip of land abutting on the north-east side of the road known as Bromley Common and the main road from Bromley to Sevenoaks and extending from a point 37 yards or thereabouts north-west of the point at which the boundary between the said parishes of Bromley and Farnborough crosses these roads to a point opposite Pickington's-lane.

VIII. In the parish of Farnborough.

(a) A strip of land abutting on the northernmost side of the main road from Bromley to Sevenoaks and extending from the Coach and Horses public house, Farnborough, to a point 78 yards or thereabouts west of the New Inn.

(b) A strip of land abutting on the south side of the main road from Bromley to Sevenoaks, and extending from the Woodman Public-house, Farnborough, to a point opposite the eastern end

(c) A strip of land abutting on the south side of the main road from Bromley to Sevenoaks between points respectively situate 45 yards and 121 yards or thereabouts east of the entrance from that road to the George and Dragon public-house.

IX.—In the parish of Cudham:—

A strip of land abutting on the western side of the main road from Bromley to Sevenoaks, and extending from Snag-lane for a distance of 105 yards or thereabouts in a north-westerly direction.

X.—Land for car sheds, &c.:—

(1) Lands in the said parish of Farnborough having an area of 3 acres or thereabouts, bounded on the south-east side by Gladstone-road, and comprising the south-western half of the plot numbered 169 in that parish on the Ordnance map (Scale 1/2500, second edition, 1896).

(2) In the parish of Penge:—

(a) A plot of building land 1 acre 2 roods 7 poles or thereabouts in area abutting on the south-east side of Green-lane and situate between Green-lane and Cottingham-road.

(b) A plot of building land 1 acre 2 roods 32 poles or thereabouts in area abutting on the south-east side of Cottingham-road and situate between Cottingham-road and Kingdale-road.

Both the above plots of land abut upon the south-west side of Torr-road.

(c) A plot of building land 0 acre 2 roods 10 poles or thereabouts in area abutting on the north-east side of Torr-road and situate between Torr-road and the South Eastern and Chatham Railway.

XI. In the parish and urban district of Sutton, in the county of Surrey:—

(a) A strip of property abutting on the west side of the High-street, Sutton, between points respectively situate 41 yards and 79 yards or thereabouts south of Church-street.

(b) A strip of property abutting on the west side of the High-street, Sutton, extending from West-street for a distance of 75 yards or thereabouts in a northerly direction.

XII. In the aforesaid parish of Mitcham:—

(a) A strip of property abutting on the north-west side of London-road, Mitcham, and extending from Philpotts Nursery for a distance of 250 yards or thereabouts in a south-westerly direction.

(b) A strip of land abutting on the south-east side of London-road, Mitcham, and extending from the southern side of Mitcham Park-road for a distance of 107 yards or thereabouts in a north-easterly direction.

(c) A strip of land abutting on the north-west side of London-road, Mitcham, and extending from the bridge carrying the said road over the London Brighton and South Coast Railway at Mitcham Station for a distance of 103 yards or thereabouts in a north-easterly direction.

(d) A strip of land abutting on the western side of the main road from Mitcham to Sutton, and extending from Morden-road for a distance of 177 yards or thereabouts in a southerly direction.

(e) A piece of land abutting on the eastern side of the main road from Mitcham to Sutton, and extending from a point opposite the southern side of Morden-road for a distance of 20 yards or thereabouts in a southerly direction.

(f) A strip of land abutting on the eastern side of the main road from Mitcham to Sutton between points respectively situate 88 yards and 206 yards or thereabouts south of Morden-road.

XIII. In the parishes of Mitcham and Morden, in the rural district of Croydon aforesaid.

A strip of land abutting on the western side of the main road from Mitcham to Sutton, between points respectively situate 103 yards or thereabouts north and 63 yards or thereabouts south of the centre of the bridge carrying the said main road over the river Wandless near the Wandless

river at and adjoining the said bridge, and the Bill will or may vary or extinguish all rights and privileges connected with any of the lands hereinbefore described as intended to be acquired by the Company.

It is intended to take for or in connection with the purposes of the Bill certain lands being or reputed to be common or commonable lands of which the following are particulars and the estimated quantity proposed to be taken.

Name by which the lands are known.	Parish and county in which the lands are situate.	Quantity within the limits of land to be acquired and estimated quantity to be taken.
Farnborough Common	Parish of Farnborough and county of Kent	a. r. p. 0 1 10

To empower the Company, notwithstanding anything contained in section 92 of the Lands Clause Consolidation Act, 1845, to take parts only of any house, building, manufactory, or property.

To empower the Company on the one hand, and any authority having the control or management of the streets or roads along which any tramway is intended to be laid, or in which any tramways or light railways of, or leased to, worked, run over, or used by the Company 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 and the contribution by the Company or such authority to the cost of any improvements thereof the laying down, maintenance, renewing, repairing, working, and using of the intended tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways or any tramways or light railways of or leased to, worked, run over, or used by the Company, 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 intended tramways or any tramways or light railways leased to or worked or run over by the Company 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 provision for the purchase of any of the intended tramways within such extended period and on such terms and conditions and in such events as the Bill 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 will be situate, and for the leasing to the Company of any tramways so purchased and to authorize and require any such local authority as aforesaid in the event of the purchase by them of any tramways of the Company, to purchase all plant of the Company used for the purpose of working the tramways by electrical power whether suitable and used by the Company for the purpose of the tramways so purchased, or of any other tramways of or leased to or run over by the Company, and to confer upon such authorities all necessary powers in that behalf including power of borrowing money.

To empower the Company and any local authority in whose district any portion of the in-

tended tramways or of any other tramways or light railways of or leased to or worked or run over or used by the Company are or will be 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 the tramways or light railways belonging or leased to or worked, run over or used by the Company, whether situate within or without the district of such Corporation or authority or the supply by the Company to such Corporation or local authority of electrical power for any purpose for which such Corporation or authority may for the time being be authorized to supply electricity.

To transfer to and vest in or provide for the transfer to and vesting in the Company of the Undertaking, powers, rights, privileges, obligations and liabilities conferred or imposed upon the Council for the rural district of Croydon under or in pursuance of the Mitcham Light Railway Order, 1901, upon and subject to such terms and conditions as may have been or may be agreed between the Company and the said district council, or as may be prescribed by the Bill and to enable the Company to hold and work such Undertaking, and to exercise the powers, rights and privileges, and perform and discharge the obligations and liabilities so transferred, and to make provision for enabling such council to repurchase such Undertaking when carried out at such time and on such terms and conditions as the Bill may prescribe, and for that purpose to raise money by borrowing and to levy and recover rates, and to extend and apply, if thought fit, to such purchase with such modifications, as the Bill may define, all or any of the provisions contained in the said Order with respect to the borrowing of money and application of revenue arising under the said Order by the said Council or to make applicable to the said Council the provisions of the Tramways Act, 1870, with respect to the payment by local authorities of expenses incurred under that Act, and to extend and apply to the Undertaking so transferred and to the Company in respect thereto all or any of the provisions of which notice is hereinbefore given in reference to the tramways proposed to be authorized by the Bill or of the Act of 1902.

The Bill instead of conferring the above powers in relation to the construction of the tramways hereinbefore described and respectively situate in the county of London and the Beckenham urban district upon the Company in relation thereto will or may confer upon the London County Council and the District Council for the urban district of Beckenham respectively all or any of such powers or authorize the transfer of such powers to and exercise thereof by such county or district council and empower such councils to work by electrical or other mechanical power the tramways within their respective jurisdictions and enable them for all or any such purposes to apply their funds and to borrow money on the security of the rates leviable by them respectively, or any other funds, rates, and revenues under their control, and to levy rates and alter and vary existing rates, and will or may make provision for the leasing to the Company of any such tramways or any other tramways belonging to the said Councils or either of them.

To empower the Company and any local authority for any district in which any of the proposed tramways or any tramways authorized by the Act of 1902 will be situate to enter into, and carry into effect, agreements for or with respect to any of the objects aforesaid and to sanction and confirm any agreements which may have been or may be entered into.

To incorporate with the Bill and to confer upon the Company in connection with and for the

things aforesaid all or some of the provisions of the Tramways Act, 1870, with such exceptions alterations or amendments as hereinbefore mentioned or otherwise as may be deemed expedient, and especially but not exclusively, those relating to the breaking up, reinstatement, and repair of streets and roads to gas and water companies and sewers to the use by the Promoters on the tramways of flange wheeled carriages, &c., to by-laws and to offences, and to enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and to confer upon the Company with respect to the tramways proposed to be authorized by the Bill, all or some of the powers, rights, and privileges which the Company now have or may exercise with respect to the authorized tramways and works authorized by the Act of 1902, and to extend to the tramways proposed to be authorized by the Bill, with or without modification, all or any of the provisions affecting such authorized tramways.

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 Bill and to confer other rights and privileges.

So far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions or some of the provisions of the local and personal Acts following, that is to say, the Act of 1902, and any other Act or Acts relating to or affecting the Undertaking thereby authorized, or the Company, the Mitcham Light Railway Order, 1901, the Metropolis Management Acts, 1855 to 1893, and any other Act or Acts relating to or affecting the London County Council.

And notice is hereby also given, that on or before the 29th day of November instant plans and sections of the intended tramways and works, the plans showing also the lands intended to be taken or used 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 London at his office at the Sessions House, Clerkenwell, in that county; with the Clerk of the Peace for the county of Surrey at his office at Kingston-upon-Thames, in that county; and with the Clerk of the Peace for the county of Kent at his office at Maidstone, in that county; and that on or before the said 29th day of November a copy of so much of the said plans, sections and book of reference as relates to each of the areas hereinbefore mentioned, from, in, through or into which all or any of such tramways and works will be made or pass, or in which any lands intended to be taken or used 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 Metropolitan Boroughs of Wandsworth and Lewisham with the Town Clerks of those boroughs respectively at their respective offices.

In the case of the urban districts of Carshalton, Penge, Beckenham, Bromley, and Sutton with the Clerks of the District Councils of those districts respectively at their respective offices, and in the case of the parishes of Mitcham, Beddington, Wallington (Hamlet), Morden, Farnborough, Chelsfield, Cudham, and Halstead with the Clerks of the Parish Councils of those parishes respectively, at their respective offices or where they have no offices at their respective residences, or if their be no Clerk of any such Parish Council with the Chairman thereof at his residence.

the Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

SYDNEY MORSE, 37, Norfolk-street, Strand,
London, W.C., Solicitor for the Bill.

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

In Parliament.—Session 1903.

SOUTH LANCASHIRE TRAMWAYS.

(Extension of Time for taking Lands for and for the Construction and Completion of certain Tramways, Street Widening, and Works authorized by the South Lancashire Tramways Acts, 1900 and 1901; Construction of Additional Tramways, and Reconstruction, Alteration, and Adaptation of Portion of Tramways in Urban District of Hindley for Electrical Traction and Alteration of Gauge; Lateral Deviation in Constructing certain authorized Tramways; Power to Supply Electricity to Local Authorities and others; Compulsory Purchase of Lands; Prevention of Obstruction on Tramways of the Company; Repeal or Amendment of certain Sections relating to Local Authorities of South Lancashire Tramways Act, 1900; Provision as to Use of Mechanical Power on Existing and Proposed Tramways; Agreements with Local Authorities and others; Variation of Section 43 of Tramways Act, 1870, as to Purchase by Local Authorities; Amendment of Act of 1900 as to Fares, Stages, and Waiting Rooms; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the South Lancashire Tramways Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say) :—

1. To authorize the Company to construct, maintain, work, and use the extension or additional tramways in the County Palatine of Lancaster hereinafter described, or some or one of them, or some part or parts respectively, with all necessary and proper rails, plates, sleepers, posts, tubes, wires, apparatus, and works or conveniences connected therewith or incidental thereto for working same by electrical or any other mechanical power (that is to say) :—

Tramway No. 1 (3 furlongs 7.45 chains or thereabouts in length, whereof 2 furlongs 4.60 chains or thereabouts will be single line and 1 furlong 2.85 chains or thereabouts double line), to be situate in the urban district of Hindley and parish of Wigan, commencing in Stony-lane (otherwise Liverpool-road) by a junction with the existing authorized Tramway No. 16 in the South Lancashire Tramways Act of 1900, and passing in a northerly direction along Market-street and Bridge-street, and terminating in Castle Hill-road by a junction with the authorized Tramway No. 19 in the South Lancashire Tramways Act, 1900.

Tramway No. 1A (1.60 chains or thereabouts in length, double line), to be situate in the urban district of Hindley and parish of Wigan, commencing by a junction with the existing tramway in Atherton-road, being No. 17 in the South Lancashire Tramways Act of 1900, and terminating in Market-street by a junction with Tramway No. 1.

Tramway No. 2 (2 furlongs 9.20 chains or thereabouts in length, whereof 2 furlongs 1 chain will be single line and 8 chains or thereabouts double line); to be situate in the urban district of Hindley and parish of Wigan, commencing in Market-street by a junction with Tramway No. 1, passing in

thereabouts measured in a southerly direction from the centre of the bridge over the Lancashire and Yorkshire Railway at Hindley Station.

Tramway No. 2A (1.75 chains or thereabouts in length, single line), situate in the urban district of Hindley and parish of Wigan, and commencing in Ladies'-lane by a junction with Tramway No. 2, and terminating in Bridge-street by a junction with Tramway No. 1.

Tramway No. 3 (5.60 chains or thereabouts in length, single line), to be situate in the urban district and parish of Atherton, commencing in High-street by a junction with the existing Tramway No. 7 in the South Lancashire Tramways Act, 1900, passing along High-street in a northerly direction, and terminating by a junction with the existing Tramway No. 5 in the South Lancashire Tramways Act, 1900, in Bolton New-road.

Tramway No. 4 (1.60 chains or thereabouts in length, single line), to be situate in the urban district and parish of Atherton, commencing in Market-place by a junction with Tramway No. 6 in the South Lancashire Tramways Act, 1900, and terminating in Market-place by a junction with Tramway No. 3A in the South Lancashire Tramways Act, 1900.

The before-mentioned tramways, or some or one of them, will be constructed or laid along the streets and roads in the parishes of Wigan and Atherton, and urban districts of Hindley and Atherton, in the County Palatine of Lancaster.

2. To empower the Company to alter, reconstruct, or widen (in which expression is included the substitution of a double line of tramway for an existing single line) the tramways or parts of tramways hereinafter described, and to adapt the same or any of them for working by electrical traction (that is to say):—

The existing tramways in Market-street and Bridge-street and Ladies'-lane, in the urban district of Hindley and parish of Wigan, from the junction of Market-street with Wigan-road to their termini in Bridge-street, at a point 1.20 chains or thereabouts west of Carr-street, and in Ladies'-lane at a point 2.40 chains or thereabouts south of Haworth-street.

3. It is proposed to lay the intended 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 and the nearest rail of the tramway in the following places (that is to say):—

Tramway No. 1, in Stony-lane (otherwise Liverpool-road) and Market-street, Hindley, from the junction of the existing Tramway No. 16 in the South Lancashire Tramways Act, 1900, and extending to Frederick-street, a distance of 4 chains or thereabouts on both sides respectively.

Tramway No. 1, in Market-street, Hindley, from Frederick-street, and extending to Cross-street for a distance of 6.20 chains or thereabouts on the south-east side.

Tramway No. 1, in Market-street, Hindley, from a point .70 chain north of Cross-street, and extending for a distance of 4 chains or thereabouts in a northerly direction on both sides respectively.

Tramway No. 1, in Market-street, Hindley, from King-street, for a distance of 1.50 chains or thereabouts on the south-east side in a northerly direction.

Tramway No. 1 in Bridge-street, Hindley, for a distance of 6 chains or thereabouts,

point 1 chain west of Carr-street, on the south side.

Tramway No. 1, in Bridge-street, Hindley, for a distance of 4 chains or thereabouts, running in a westerly direction from the junction of the existing authorized Tramway No. 19, in the South Lancashire Tramways Act, 1900, on the north side.

Tramway No. 1A, in Atherton-road and Market-street, Hindley, for a distance of 1.60 chains or thereabouts on the south-east corner, commencing at the junction of the existing tramway in Atherton-road, being No. 17 in the South Lancashire Tramways Act, 1900, and extending to the junction with Tramway No. 1.

Tramway No. 2, in Ladies'-lane, Hindley, from a point 2.50 chains or thereabouts from the junction with Tramway No. 1 extending in a northerly direction for a distance of 1 chain or thereabouts on the east side.

Tramway No. 2, in Ladies'-lane, Hindley, from Haworth-street extending to Queen-street for a distance of 4 chains or thereabouts on both sides respectively.

Tramway No. 2, in Ladies'-lane, Hindley, from Queen-street to a point 1.50 chains north of Elliott-street for a distance of 1 furlong 5 chains or thereabouts on the east side.

Tramway No. 2, in Ladies'-lane, Hindley, from a point 1.50 chains or thereabouts north of Elliott-street for a distance of 4 chains or thereabouts on both sides respectively.

Tramway No. 2, in Ladies'-lane, Hindley, from a point 2.50 chains north of Ward-street, for a distance of 1 chain or thereabouts on the east side.

Tramway No. 3, in High-street, Atherton, from a point .50 chain south of Bolton Old-road to the junction of High-street and Bolton New-road, for a distance of 5.5 chains or thereabouts on the east side.

4. To empower the Company, for the purposes of and in connection with any of the said intended tramways, to take up and remove and to appropriate to and use in the construction thereof, or for road widenings in connection therewith, so much of the existing tramways and the paving, metalling, and material relating thereto in the streets along which such intended tramways are to be laid as may be convenient or desirable.

5. To empower the Company to make the street or road widenings hereinafter described (that is to say):—

(1) A widening and improvement in Atherton-road and Market-street, Hindley, on the east side.

(2) A widening and improvement in Market-street and Bridge-street, Hindley, on the north side.

(3) A widening and improvement in Market-street in Little Lever, on the north side.

(4) A further widening and improvement in Market-street in Little Lever, on the south side.

(5) A widening and improvement in Mill-lane, in Winwick with Hulme, on the west side.

(6) A widening and improvement in Mill-lane, in Newton-in-Makerfield, on the east side.

(7) A widening and improvement in Manchester-road, in Little Hulton, on the south side.

6. The tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages adapted for use on railways.

7. The power to be employed for moving carriages or trucks on the said tramways will be electrical or any mechanical power.

8. To empower the Company for all or any of the purposes of the intended Act, and for the

general purposes of their Undertaking, to purchase or acquire by compulsion or agreement, and to hold, sell, and let lands and houses or easements therein, and to erect offices, depôts, buildings, or other works and conveniences on any such lands, and to empower the Company 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.

9. To empower the Company to work and use the intended tramways and their existing tramways, and any tramways for the time being leased to or run over, worked, or used by the Company or any of them, by means of carriages and vehicles propelled by electrical power, applied on the overhead system or otherwise, or any mechanical power (and to supply such power for that purpose from any existing or authorized generating station of the Company), 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 intended Act, and in particular power to make such alterations of their existing tramways, or 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 mechanical power as aforesaid, and to enter upon and open the surface of, and to lay down, on, in, under, or over the surface of any street, road, footway, 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 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 licenses, and to use patent and other rights and licenses in relation to any such electrical power.

10. To authorize and provide for the demanding, taking, and recovery of tolls, rates, and charges for the use of the tramways, and for the conveyance of passenger or other traffic upon the same, and to authorize the Company to provide, place, maintain, and work carriages on the tramways.

11. To confer further powers on the Company for preventing the obstruction of vehicles on the tramways of the Company, or managed, worked, used, or run over by the Company, and for the removal of obstructions on such tramways, and for the regulation of other traffic in the streets in which vehicles are worked by electric traction, and to make and enforce bye-laws in relation thereto.

12. To empower the Company from time to time to make such crossings, passing places, siding junctions, and other works in connection with the tramways in addition to those particularly specified in this Notice as may be necessary or convenient for the working of the tramways or for affording access to any depôts, stables, workshops, or buildings used in connection with the tramways or any of them.

13. To extend the time limited by the South Lancashire Tramways Act, 1900, and the South Lancashire Tramways Act, 1901, for the compulsory purchase and taking of lands for the street widenings, tramways, and other works

the time limited by the same Acts for the construction and completion of the said tramways and street widenings and other works described in those Acts or such of them as have not already been constructed and completed for such period as the Bill may prescribe, and to postpone for similar periods the times at which under the said Acts the tramways or any of them may be purchased by any Local Authority and the times at which the running or other powers of the Company on such tramways after such purchase are to terminate.

14. To empower the Company, notwithstanding the condition contained in section 93 of the South Lancashire Tramways Act, 1900, to construct, open, and use Tramways 27, 27A, 27B, 27C, and 28, described in section 21 of the said Act of 1900, for passenger and other traffic in connection with their other existing and authorized tramways.

15. To amend section 31 of the said Act of 1900 so as to enable the Company, with the consent of the Board of Trade and the Local Authority, to deviate laterally from the position shown on the deposited plans of any of the existing or authorized tramways of the Company, and to confirm such deviations already made with such consents as aforesaid.

16. To extend or explain the provisions as to the rates for passengers upon the tramways of the Company contained in section 49 of the said Act of 1900, so as to enable the Company to fix and charge for stages in lieu of a mileage rate or charge, and to make bye-laws and rules respecting same.

17. To amend section 77 of the said Act of 1900 so that the Company need only provide such waiting-rooms for the convenience and use of persons using the tramways in any district as the traffic upon such tramways may justify.

18. To amend or repeal section 85 of the said Act of 1900, and to enable the Company, notwithstanding anything contained in that section, to supply electrical energy within the districts traversed by the tramways of the Company to any Local Authority, and with the consent of any Local Authority to any company or person in its district, on such terms and subject to such conditions as the Bill may prescribe.

19. To amend or explain sections 91, 102, and 103 of the said Act of 1900 as to the payments to be made by the Company for the maintenance and repair of main roads upon which the tramways are laid so as to free the Company from the obligation (if any) to repay both the County Council and the Local Authority for the up-keep thereof.

20. To amend so much of section 93 of the said Act of 1900 as relate to the Corporation of Leigh having free running powers over the Company's tramways within their district, and to provide by the Bill that such running powers shall be subject to the usual payments and regulations as in the case of railways, or that the Company in the granting of such powers shall have similar running powers over any tramways of the said Corporation.

21. To amend or repeal so much of sections 97, 100, 104, and 105, of the said Act of 1900, as relate to the period within which the tramways in the districts of certain district councils mentioned in those sections shall be completed so that the Company may have the benefit of the full time prescribed by that Act, and also of the extended time proposed to be granted by the intended Bill.

22. To amend or repeal so much of section 100 of the said Act of 1900 as relates to the carriage of bicycles and perambulators on the tramcars of the Company.

23. To repeal or amend section 108 of the said Act of 1900 which prohibits the Company

the St. Helens Corporation with their cars, and to provide by the intended Bill for reciprocal running powers over each others' systems on such terms and conditions as the Bill may prescribe.

24. To make provision in the Bill for the purchase or lease by the Company of the tramways or portion of tramway in the district of the Hindley District Council, and for the adaptation thereof as part of the tramway Undertaking of the Company, on such terms and conditions as the Bill may prescribe, and to enable the Company and the Hindley Urban District Council to enter into agreements for the purchase or lease of such tramways, and of any lands used for car sheds in connection with any tramways purchased by the Hindley District Council from the Wigan Corporation, with any conveniences or accesses connected therewith, on such terms as the Bill may prescribe.

25. To provide that, notwithstanding anything contained in section 43 of the Tramways Act, 1870, the powers under that section of the Local Authorities of the several districts in which the existing or intended tramways will be laid shall only be exercised upon such terms and at such a period or periods as may be prescribed or provided for by the intended Act, and if thought fit to exempt the Company and their Undertaking or part or parts thereof from all or some of the provisions of the said section, and to make other provision in lieu thereof, and to authorize agreements between the Company and the said Local Authorities with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

26. 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.

27. To incorporate with 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 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 South Lancashire Tramways Act, 1900, and the South Lancashire Tramways Act, 1901, and any other Acts relating to the Company or their Undertaking.

28. To make provision for preventing injury to any tramways of the Company, and to any works, carriages, and electrical or other machinery or apparatus connected therewith, and for preventing danger to passengers thereon, and if and so far as may be thought fit to extend and apply to injuries, to interference with, and obstruction of the tramways, works, and property of the Company, all and any of the provisions of the Malicious Damage Act, 1861, and to impose in respect of any such injury, interference, or obstruction any punishment or penalty prescribed by that Act, or such other punishment or penalty as the intended Act may define.

29. And notice is hereby further given, that duplicate plans and sections of the intended tramways and works, and a book of reference to such plans, and a copy of this Notice as published in the London Gazette will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County Palatine of Lancaster, at his office at Preston; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the urban dis-

intended tramways and other works will be made or pass, and also a copy of this Notice as published in the London Gazette, will on or before the same day be deposited for public inspection as follows:—

As regards any urban district, with the Clerk of the District Council of such district, at his office.

As regards any rural district, with the Clerk of the District Council of such district, at his office.

As regards any Parish Council, with the Clerk of the Parish Council, at his office or residence; or, if there be no clerk, with the Chairman of that Council at his residence.

And in the case of any parish comprised in a rural district and not having a Parish Council, with the Clerk of the Rural District Council.

30. Printed copies of 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 14th day of November, 1902.

FINLAY DUN, 14, Cook-street, Liverpool,
Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

HAILSHAM GAS (PROVISIONAL ORDER).
(Application for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, for Powers to Maintain and Continue Existing Gasworks, and to Construct and Maintain other Gasworks on a new Site; To Supply Gas within the Town and Parish of Hailsham, and Parts of the Parishes of Arlington and Hellingly, all in the County of Sussex; To Levy Rates and Charges; To Break-up Streets and Roads for Laying of Mains and Pipes; To define Existing and to Raise Additional Capital; 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, by the Hailsham Gas Company (hereinafter called "the Company"), for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, for the purposes or some of the purposes following (that is to say):—

1. To empower the Company to maintain, alter, extend and renew their existing works for the manufacture and storage of gas, and for the manufacture and conversion of residual and other products obtainable in the manufacture of gas upon the land now belonging to and held by the Company and occupied by their existing gas and other works, situate at Hailsham, in the county of Sussex, as follows:—

A piece of freehold land owned by the Company (upon which their existing gasworks are constructed), situate at Bell Banks, in the parish of Hailsham aforesaid, which piece of land contains 1,815 square yards, or thereabouts, and is bounded on the north-west by a public street called Bell Banks road, on the north-east by property, partly of Mrs. Harriet Terry and partly of Mrs. Anne Butler, on the south-east by land of His Grace the Duke of Devonshire, and on the south-west by an occupation road leading from Bell Banks road to the said land of the said Gas Company and to property of Albert Haffenden.

2. To authorize the Company to construct and maintain, and from time to time to enlarge, extend, renew and improve works for the manufacture and storage of gas (including water gas) and works connected therewith, and for the manufacture, conversion, utilization and distribution of

gas and of residual products resulting or obtainable from such manufacture upon the land next hereinafter described, and upon such land, or some part or parts thereof, to manufacture, store, sell and supply gas, and to manufacture, convert, utilize, sell and dispose of coal, coke, tar, ammoniacal liquor and other residual and manufactured products, matters and things, to purchase gas in bulk or otherwise (either natural or manufactured) from other companies, persons or corporations, and to carry on there all the business usually carried on by gas companies; the land lastly hereinbefore mentioned, and hereinafter referred to as the new site, is owned by His Grace the Duke of Devonshire, K.G., and is as follows (that is to say):—

A piece of freehold land, being a portion of the field known as "the Gashouse Field" (the site of the intended additional gasworks), situate at or near to Bell Banks, in the parish of Hailsham aforesaid, which piece of land contains 8,863 square yards, or thereabouts, and is bounded on the north-west partly by property belonging to Mrs. Anne Butler, partly by the site of the present gasworks aforesaid, and partly by land of Albert Haffenden; on the north-east partly by property of the said Mrs. Anne Butler, and partly by land of Albert Burtenshaw; on the east partly by land of the said Albert Burtenshaw and partly by other land of the said Duke; and on the south by other land of the said Duke.

3. To enable the Company to hold the last-mentioned land and hereditaments, and any other lands and hereditaments at or near Bell Banks, Hailsham aforesaid, and any easements or rights in or over any such land and hereditaments, and in and over other lands and hereditaments adjoining or near to such land respectively.

4. To enable the Company to supply gas for public, private trade and any other purposes from the existing gasworks, and also from the intended new gasworks to be constructed on the lands lastly before described, or either from the old or the intended new works to and within the whole or any part of the district or limits or area of supply hereinafter described, which area or limits is wholly in the county of Sussex, and comprises the whole of the town and parish of Hailsham, and portions of the parishes of Arlington and Hellingly respectively, all in the county of Sussex.

5. To manufacture, hire, sell, let or deal in gas engines, gas fittings, tubes, meters, gas stoves and all other appliances, matters and things connected with the distribution and consumption of gas, and to acquire, hold and use patent rights and licenses, to use and exercise patent rights in relation to the manufacture of gas, and the manufacture, utilization and conversion of residual products.

6. To maintain, alter, improve, repair and renew any existing mains, pipes, pillars and other works within the limits to be supplied with gas, and to lay down, maintain and renew additional mains, pipes, pillars and other works in, along, through, over, under and across lands and other property, and for those purposes to open, cross, alter, break up or interfere with, as the case may require, streets, public and private roads, foot-paths, highways, bridges, canals, towing-paths, railways, tramways, open ground, sewers, drains, mill-streams, watercourses, passages and other places within such limits.

7. To authorize the Company to levy and recover rates, rents and charges for the supply of gas and other materials arising from the manufacture of gas, and to charge for fittings, stoves, and to deal in coke and residual products, and charge for same.

8. To enable the Company to supply gas in bulk to any Corporation, Urban District Council,

pany, body or person, either within or beyond the Company's intended limits of supply aforesaid, and to enable the Company on the one hand, and any Corporation, Urban District Council, or any sanitary or other public authority, company, body or person on the other hand, to make and carry into effect contracts, agreements and arrangements for or with respect to the supply of gas in bulk or otherwise for any public, trading or other purpose, and to authorize any such company, Urban District Council, or any sanitary or other public authority or body to apply their respective funds and to raise further moneys for the purpose of any such contract, agreement or arrangement.

9. To define and regulate the capital invested in the existing works and undertaking, and to provide for the investment of additional capital therein, and to enable the Company to apply to the purposes of the said intended Order their existing funds and any moneys they may from time to time receive, or which they may have power to raise, and to raise further money by shares and by borrowing on mortgage, and to attach to all or any such shares a preference or priority of interest or dividend, and other special privileges upon such terms and conditions as may be prescribed by the intended Order.

10. To vary or extinguish all existing rights and privileges which would interfere with the powers intended to be sought for as aforesaid, and to confer, vary or extinguish other rights and privileges.

11. On or before the 29th day of November, 1902, a map showing the proposed limits of supply and the site of the existing and proposed works, and a plan showing the proposed new works respectively, and the lands to be respectively used by the Company for the manufacture of gas and of residual products arising in or resulting from such manufacture, 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 Sussex, at his office at Lewes, and at the office of the Board of Trade, Whitehall, London.

12. On or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and on and after that date copies thereof will be furnished to all persons applying for the same at the price of one shilling each at the offices of the Company, at Hailsham, and of the undermentioned Solicitors and Parliamentary Agents.

13. 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, on or before the 15th day of January, 1903, and copies of such objections must at the same time be sent to the Company at their offices at Hailsham aforesaid, or to the undermentioned Solicitors or Parliamentary Agents, and in forwarding such objections to the Board of Trade the objectors or their agents should state that a copy of the objections has been forwarded to the Company or their Solicitors or Parliamentary Agents.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection in the office of the Clerk of the Peace at Lewes aforesaid, and copies will be supplied to all persons applying for the same at the offices of the undersigned respectively on payment of one shilling for each copy.

Dated this 12th day of November, 1902.

COLES and SONS, Hailsham, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

WINCHESTER WATER AND GAS.

(Power to the Winchester Water and Gas Company to Convert their Capital, to raise additional Capital and increase their Borrowing Powers; Provisions as to Issue of Capital to Consumers and Employees, Interim Dividends, Closing of Transfer Books, Forfeiture of Unclaimed Dividends, and Cancellation of Shares and Stock, Voting, and the Qualification of Directors and Auditors; Extension of Limits of Supply for Water and for Gas; Provisions as to Payment of Water Rates by owners of small Property, Supply for Trade Use, and Bye-laws for Preventing Waste; Acquisition of Lands by Agreement, Lands for Gas purposes, Power to Manufacture Gas, &c., thereon; Provisions as to Sale and Retention of Lands, Exemption of same from Provisions of Lands Clauses Acts relating to Superfluous Lands; Houses for Workmen; Laying of Pipes, &c., in Public and Private Streets, &c.; Manufacture, Sale, and Hiring of Fittings, &c.; Rates and Charges; Patent Rights; Supply in Bulk; Regulations as to Supply of Water and Gas; Inspection and Testing of Meters and Fittings, and other matters; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Winchester Water and Gas Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for effecting the following objects, or some of them (that is to say):—

1. To consolidate and convert or provide for the consolidation or conversion of all or any of the shares in the existing capital of the Company into one or more class or classes of stock, of such nominal amount as the intended Act may define, and to provide for the redemption or extinction of any existing shares of the Company, and to fix and define the amount of dividend to which such consolidated or converted stock, or any class thereof, shall be entitled, and to alter, define, and regulate the capital of the Company, and the rights of the holders thereof.

2. To enable the Company to apply their corporate funds and revenues to all or any of the purposes of the intended Act, and to increase the borrowing powers of the Company, and the proportion thereof to the capital, and to authorise the Company to raise additional capital by the increase of any class or classes of consolidated or converted stock, or by the creation of new shares or stock, and by loans or debenture stock, or by any one or more of those methods, and to attach to such shares or stock any guarantee, preference or priority of dividend or other advantages or rights as the intended Act may define.

3. To make special provision in respect of the issue, sale or transfer of any shares or stock to consumers of water and gas supplied by the Company or to persons in the Company's employ, the declaration of interim dividends, the closing of the transfer books, forfeiture of unclaimed dividends and cancellation of shares or stock in respect of which dividends are forfeited, the scale of voting, and the qualification of the directors and auditors of the Company.

4. To extend the Company's limits for the supply of water so as to include the parishes of Headbourne Worthy, King's Worthy, Martyr Worthy, Itchen Abbas, Easton, and Avington, all in the county of Southampton.

5. To make special provision with respect to the payment of water rates by owners of small property, the supply of water to houses partly used for trade, and byelaws for preventing waste of water.

6. To extend the Company's limits for the supply of gas so as to include the parishes of Morcstead, Owslebury, Twyford, Otterbourne, Compton, Headbourne Worthy, King's Worthy, Martyr Worthy, Itchen Abbas, Easton, Avington, and the civil parish of Chandler's Ford, all in the county of Southampton.

7. To authorize the Company to acquire by agreement additional lands for the purposes of their Undertaking, and also to acquire by agreement for gas purposes, or to confirm the acquisition by the Company of the piece of land (hereinafter referred to as the gas lands) in the civil parish of Chalcomb Without and county of Southampton, hereinafter mentioned, viz. :—

The piece of land situated on the east side of the Didcot, Newbury, and Southampton Railway, comprising about 5 acres, and being parts of the fields Nos. 8 and 9 on the Ordnance Map of the county of Southampton, scale $\frac{1}{2500}$, sheet No. XLI, 10, 2nd edition, dated 1896, and being bounded on the north by the boundary of the civil parish of Chalcomb Without, on the west by the Didcot, Newbury, and Southampton Railway, on the south by the field No. 7, and on the east by the remaining portions of the fields Nos. 8 and 9, on the said Ordnance Map.

8. To empower the Company to make, erect, maintain, alter, improve, enlarge, extend, and renew or discontinue works for the manufacture or storing of gas, and for the conversion or utilisation and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture upon the gas lands, and thereon to manufacture gas, and manufacture, convert, and utilise such materials and residual products as aforesaid, and to store gas and erect houses, offices, works, and other buildings.

9. To empower the Company to sell lands belonging to them which are not required for the purposes of their undertaking, reserving the water rights thereunder, and subject to such other conditions and restrictions as they think fit, and to retain and hold any lands now belonging to and hereafter acquired by them for the purposes of preserving the purity of the water supply and any other purposes, freed from the provisions of the Lands Clauses Acts with respect to superfluous lands.

10. To enable the Company to erect, fit up, maintain, and let houses and buildings for their officers and servants.

11. To authorise the Company to sell and supply water within the extended limits for the supply of water, and to sell and supply gas for public and private purposes, for lighting, heating, motive power, and for any other purposes for which gas can or may be used within the extended limits for the supply of gas, and to sell coke, tar, and other residual products, whether manufactured or otherwise.

12. To lay down, make, and maintain, and from time to time renew or discontinue, new or additional mains, pipes, pillars, apparatus, and other works in, along, through, over, and under and for those purposes, and any other purposes in connection with, or ancillary to, their undertaking, to open and break up, cross, alter, or stop up, all public and private roads, highways,

streets, pipes, cables, wires, posts, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the limits for the supply of water and gas.

13. To authorize the Company to manufacture, hire, let, sell, provide, and deal in, fit up, or repair meters, fittings, pipes, and other apparatus for supplying or measuring gas and water, and cisterns, baths, soil pans, water closet apparatus, pipes, and other apparatus and materials connected with or required for the supply of water, and engines, stoves, pipes, and other apparatus and materials for warming, lighting, cooking, and for motive power and for effecting other purposes, by means of gas or products from the manufacture of gas, and execute and do any work or afford services in connection therewith, and to exempt any such meters, fittings and apparatus and things before enumerated from distress, and make special provision for securing the safety and return thereof to the Company.

14. To empower the Company to demand and take and recover rates, rents, and charges, differential or otherwise, for the supply of water and gas, and for the sale or hire of cisterns, baths, soil pans, water closet apparatus, meters, fittings, stoves, engines, apparatus, and materials, and for work done and services performed by the Company, and to confer, vary, or extinguish exemptions from the payment of any such rates, rents, and charges, and to make discounts or rebates from such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

15. To empower the Company to take, purchase, hold, and use patent rights, or licences or authorities, under letters patent, for the use of inventions relative to the supply of water and the manufacture, conversion, utilisation, or distribution of gas, and of such materials and residual products, meters, fittings, and other apparatus as aforesaid.

16. To empower the Company to enter into and carry into effect contracts and arrangements for the supply of water and gas 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 for water and gas; 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 intended Act 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 moneys, and raise additional funds by rates or otherwise, and the intended Act will sanction and confirm any agreements already made, or which, prior to the passing of the intended Act, may be made, touching the aforesaid matters, or any of them.

17. To make special provision with reference to the following among other matters, viz., the supply of gas for manufacturing and other purposes, notices of discontinuance of a supply of water and gas, securing the payment of rates, the prepayment thereof in certain cases, the registration measurement and testing of meters, the refusal to supply gas to persons in debt to the Company, the inspection of water and gas fittings, service pipes, and other apparatus, the prohibition of the use of improper or insufficient fittings, the use of anti-fluctuators on gas en-

gines, to relieve the Company from penalties in cases arising from unavoidable cause.

18. To vary or extinguish all or any rights or privileges inconsistent with, or which would interfere with any of the objects or purposes or provisions of the intended Act, and to confer other rights and privileges, and to alter, amend, extend or repeal the provisions or some of the provisions of the Winchester Water and Gas Act, 1865, the Winchester Water and Gas Order, 1888, and any other Act or Acts relating to the Company or their Undertaking.

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 20th day of December next.

Dated this 10th day of November, 1902.

C. WOODRIDGE AND SON, Winchester,
Solicitors.

MARTIN AND LESLIE, 27, Abingdon-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

LLANTRISANT AND LLANTWIT FARDRE RURAL DISTRICT ELECTRIC LIGHTING.

(The Production, Storage and Supply of Electricity by the Llantrisant and Llantwit Fardre Rural District Council within their District; Construction of Generating Stations; the Laying Down and Erection of Electric Lines, &c.; Agreements with other Bodies; Taking and Recovery of Rates, &c.; Borrowing of Money; Acquisition and Appropriation of Lands; Breaking-up of Streets, &c.; Incorporation of Acts, &c.)

NOTICE is hereby given, that the Rural District Council of Llantrisant and Llantwit Fardre, in the county of Glamorgan (hereinafter called "the Council"), whose address is at the Union Workhouse, Pontypridd, intend to apply to the Board of Trade on or before the 20th day of December next for a Provisional Order (hereinafter called "the Order"), under the Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899, for all or some of the following purposes (that is to say):—

1. To authorize the Council to produce, store, supply, sell and distribute electrical energy for all public and private purposes as defined by the said Acts within the whole area of the Llantrisant and Llantwit Fardre rural district (hereinafter referred to as "the area of supply") or some part or parts thereof, and to demand and recover rates, rents and charges for such supply.

2. To authorize the Council to construct generating stations and other works and conveniences, and to lay down or erect electric lines, posts and other apparatus, and to open and break-up streets, roads and public places, ways, footpaths, tramways, sewers, drains, pipes, wires and apparatus within the area of supply, and to incorporate with the Order all or some of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, 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 authorize the Council to enter into and fulfil contracts and agreements with public authorities, companies or persons for the execution and maintenance of works, machinery and apparatus, and the supply of electricity under the powers of the Order, or the purchase by the Council of electricity from any such authority, company or person.

4. To authorize the Council to or for the purposes of the said Order, to borrow money, and to levy rates, and to appropriate or purchase and hold lands.

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. The names of the streets in which it is proposed that electric lines should be laid down within a specified time are as follows:—

In the Parish of Llantrisant.

Gilfach-road, Gilfach Goch, and High-street, Tonyrefail.

7. The following are the streets not repairable by the Local Authority, and the railways and tramways which the Council propose to take powers to break-up.

(a) Streets—

In the Parish of Llantrisant.

Road between Lanelay and Talbot-road, Llantrisant; road between Rhydhalog and Southgate, Llantrisant; Llantrisant-road, between Southgate, Llantrisant and Gruesfaen. Road over Great Western Railway. Main line at Pontyclun Bridge; road over Great Western Railway, Maesaraul branch at Penygawse Bridge; road over Taff Vale Railway, Common branch, at Brynteg; road between Cefn-Mably, Llantrisant, and Penycoedcae.

In Gilfach Goch.

Blandy-terrace, Llewellyn-terrace, Mount Pleasant-road, Graig Goch, road between Gilfach-road and Mount Pleasant-road and Glamorgan-terrace.

Road between Hendreforgan Mountain and Hendreforgan Railway Station; road over Great Western Railway, Little Ogmore branch, at Hendreforgan; road over Great Western Railway, Ely Valley extension near Griffin Hotel.

In Tonyrefail.

Cross-street, Plas, Station-road, School-street, road between High-street and School-street, Pichard-street and Cross-street.

Road over Taff Vale Railway, Treferig branch, near Treferig House; road over Taff Vale Railway, Treferig branch, near Treferig Mill; road between schools and Smiths-row, Penrhiwfer.

Rhiwperra-street, Llantrisant, Erw Hir-road, Llantrisant.

Portion of road between Cross Inn and Rhiwsaeson which is repairable by the Taff Vale Railway Company; road over Taff Vale Railway on Llantrisant Common, Common branch; road over Taff Vale Railway, Llantrisant branch, at Llantwit Man; road over Great Western Railway main line at New Mill.

In Pontyclun.

Lewis-street, School-street, Ely-street, Station-terrace, Station-approach, Cross-street, Brynsadler.

In the Parish of Llantwit Fardre.

Dyhewid-lane, Newtown; road between Salem Chapel and Hollybush, portion of road near Maesmawr Railway Bridge between Ynys and Willowford; road over Barry Railway main line at Tonteg Junction; road over Taff Vale Railway, Llantrisant branch, at Church Village; road over Barry Railway main line at Efail Isaf.

(b) Railways—

Level crossing of the Taff Vale Railway, Maesaraul branch, crossing Cowbridge-road between Talbot and Pontyclun; level crossing of the Great Western Railway, Little Ogmore branch, at Gilfach Goch Station, Gilfach Goch;

level crossing of the Great Western Railway, Ely Valley extension, crossing road between Gellyrhaidd and Gilfach-road; level crossing of the Gelynog Mineral Railway, at Gelynog, crossing Heolddu; level crossing of the Great Western Railway, Brofiskin branch, at Maesaraul, crossing the Pontypridd-road.

(c) Tramways—

Tramway belonging to the Bute Lime and Stone Works, Llantrisant, crossing the road between Miskin Village and Mwyndy cross roads, near Bute Cottages, Llantrisant; tramway passing alongside road at Bute Cottages, Llantrisant; tramway crossing County-road and Mwyndy cross roads, Llantrisant.

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 20th 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 the Council's Surveyor, School-street, Pontyclun, and at the offices of the undermentioned Solicitor and Parliamentary Agents.

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, 1903, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 11th day of November, 1902.

WM. SPICKETT, Solicitor, Masonic-buildings, Pontypridd.

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

In Parliament.—Session 1903.

MAIDSTONE GAS.

(Conversion of Existing Capital, and Division of New Stock amongst Existing Shareholders; Additional Capital; Dividends; Reduction of Illuminating Power; Price of Gas; Qualification of Directors; Extension of Limits of Supply; Further Provisions as to Supply of Gas; Sale and Hire of Gas Engines, Meters, and Stoves; Supply in Bulk; 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 Maidstone Gas Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

1. To provide for the conversion of the existing ordinary capital of the Company into a stock with a lower rate of dividend, and for that purpose to increase the nominal amount of the capital of the Company and to provide for apportioning new stock among the holders of existing ordinary shares or stock.

2. To enable the Company to raise additional capital by the creation and issue of stock or shares, and by borrowing on mortgage or by the issue of debenture stock.

3. To determine the amount of maximum dividends payable in respect of the new stock and additional capital.

4. To alter the qualification of the directors of the Company.

5. To extend the limits of gas supply of the Company as defined by the Maidstone Gas Works Act, 1858, and to provide that the limits of the Company for the supply of gas shall include the borough of Maidstone, the parishes of Boxley,

Tovil, Loose, Barming, Leeds, and Hollingbourne, all in the county of Kent, and also all other parishes and parts of parishes and extra-parochial and other places within a distance of four miles from the Town Hall in Maidstone, excepting such parts of the parishes of East Malling, Ditton, and Teston, as are within such distance.

6. To alter the illuminating power of the gas supplied by the Company and the standard price to be charged therefor as fixed by the Maidstone Gas Act, 1880, and to fix a differential standard price or prices to consumers beyond the borough of Maidstone, and beyond a radius of $1\frac{1}{2}$ miles from the Town Hall, Maidstone, and also to alter the variation of dividend dependent on the increase or decrease of such standard prices as provided for by the said Act.

7. To enable the Company to acquire further lands for the general purposes of their Undertaking, to purchase, erect, or take on lease dwelling-houses for persons in their employ, and offices, show-rooms, and other buildings for the purposes of their Undertaking.

8. To empower the Company to lay down pipes in streets not dedicated to the public use, to lay down pipes in highways and elsewhere, for disposing of oil and other materials, and for other ancillary purposes, to manufacture, sell, let for hire, or otherwise deal in engines, meters, stoves, ranges, pipes, and other fittings and apparatus in or in connection with which gas may be used, and to exempt the same from liability to distress and from being taken in execution or in bankruptcy proceedings, and to empower the Company to inspect gas fittings in new buildings.

9. To make provision for exempting the Company in certain cases from penalties for failure to comply with the enactments relating to the Company, for prescribing the period of error in the case of defective meters, for compelling the use of anti-fluctuators or apparatus in connection with gas engines and for regulating internal pipes and fittings, and to make other provision for the supply of gas and the payment and recovery of gas and meter rents and charges.

10. To empower the Company to supply gas in bulk or otherwise to local authorities, companies, and persons within or beyond the Company's limits for the supply of gas.

11. To enable the Company to apply their corporate funds and revenues for all or any of the purposes of the intended Act.

12. To confer upon the Company all such powers, rights, and privileges as may be deemed necessary for effecting the objects of the intended Act, and to vary and extinguish all rights and privileges which would interfere with any of these objects.

13. To repeal, alter, or amend, or to re-enact, with or without amendment, all or some of the provisions of the Maidstone Gas Works Act, 1858, the Maidstone Gas Act, 1880, and the Maidstone Gas Order, 1896.

14. To incorporate, with or without amendment, all or some of the provisions of the Companies Clauses Acts, 1845 to 1889; the Gas Works Clauses Act, 1847; and the Gas Works Clauses Act, 1871.

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 20th day of December next.

Dated this 5th day of November, 1902.

HOAR, HOWLETT, and TATHAM, Solicitors,
Maidstone.

LEWIN, GREGORY, and ANDERSON, 6,
the Sanctuary, Westminster, S.W.,
Parliamentary Agents.

Board of Trade.—Session 1903.

CONISBROUGH GAS (PROVISIONAL ORDER).

(Application to the Board of Trade for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for powers to Maintain, Continue, and Construct Gas Works; to Manufacture and Supply Gas, etc., within part of the Township and Parish of Conisbrough in the West Riding of the County of York; Capital; Borrowing; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by or on behalf of the Conisbro' Gas Company Limited, which is intended to be reconstructed under the name of the Conisbrough Gas Company Limited (hereinafter called "the Company"), for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for the following, or some of the following, amongst other purposes (that is to say):—

1. To authorize the Company to maintain and continue, and from time to time alter, enlarge, improve, re-erect, renew, or discontinue their existing gasworks, and works connected therewith, or any of them, and to construct, erect, make and maintain, alter and enlarge retorts, retort-houses, gas-holders, receivers, purifiers, meters, apparatus, and works for the manufacture, utilisation, distribution, and storage of gas and of coke, tar, ammoniacal liquor, and other residual products obtained in the manufacture of gas and matters producible therefrom, or used in the manufacture of gas on the following lands, now occupied by the existing gas and other works of the Company, namely:—

A piece of land containing by admeasurement 3412 square yards or thereabouts situate in the township and parish of Conisbrough in the West Riding of the county of York bounded on the north by hereditaments belonging or reputed to belong to Benjamin Garrett Dufton, on the south in part by the highway leading from Doncaster to Conisbrough, and in other part by hereditaments belonging or reputed to belong to John Hargreaves, on the east by hereditaments belonging or reputed to belong to the Trustees of the late Andrew Montagu, and on the west by the road leading from Doncaster to Conisbrough Wharf.

2. To enable to Company to purchase, take on lease, or acquire by agreement, and hold for the general purposes of their Undertaking other than the manufacture and storage of gas, such other lands, easements, and property as may hereafter be required, and to maintain, construct, alter, enlarge, renew or discontinue houses, offices, buildings, and other works connected with the Undertaking.

3. To authorize the Company in and upon the land hereinbefore described, or some part or parts thereof, to manufacture, store, and distribute gas and residual products arising from the manufacture of gas, and matters producible therefrom or used in the manufacture of gas, and to supply and sell gas for public and private purposes within the area or limits following that is to say:—

The township and parish of Conisbrough in the West Riding of the county of York, except so much of the northern part thereof as is included within an area formed by the boundary of the said township and parish and an imaginary line drawn from a point in such boundary from the centre of the River Don at a point opposite the eastern corner of a field or inclosure numbered 429 on the $\frac{1}{800}$ inch Ord-

mance Map (Yorkshire (West Riding) Sheet cclxxxiv, 10, first edition, 1892), of the township and parish of Conisbrough, proceeding thence in a westerly direction along the northern and western boundaries of the Providence Glass Works, thence crossing under the railway of the Great Central Railway Company and proceeding in a north-westerly direction to a point between Lowfield House and the Primitive Methodist Chapel, thence in a south-westerly direction to the centre of the Doncaster road, proceeding along such road to a point opposite the north-eastern corner of the field or inclosure numbered 448 on the before-mentioned Ordnance Map, thence crossing the said road and proceeding along the eastern boundary of the said field numbered 448, and the eastern and southern boundaries of the field or inclosure numbered 449, and the southern and part of the western boundaries of the field or inclosure numbered 441 on the before-mentioned Ordnance Map, to the point where the western boundary of the field or inclosure numbered 441 joins the western boundary of the township and parish of Conisbrough; and on the before-mentioned lands and elsewhere to sell and dispose of coal, tar, coke, pitch, asphaltum, ammoniacal liquor, oil, and sulphate of ammonia, and all other residual and manufactured products, matters and things arising from the manufacture of gas.

4. To authorize the Company so far as may be necessary or desirable for any of the purposes of their Undertaking, and so as to enable them to furnish and supply gas within the area or limits before mentioned, to open and break up, cross, alter, divert, and interfere with the several streets (whether dedicated to the public use or not), roads, highways, lanes, bridges, and other public and private passages and places, canals, towing-paths, railways, and tramways within the said area or limits, and remove, divert, or alter any sewers, drains, pipes, and telegraphic, telephonic, and electric posts, conductors, wires, and apparatus in, over, or under the same, and to lay down, extend, repair, and maintain any mains, service pipes, valves, syphons, and other works connected with or incidental to the supply of gas.

5. To enable the Company to manufacture, purchase, hire, supply, sell or let on hire, and contract for work in connection with gas engines, machinery, stoves, meters, fittings and apparatus in which gas may be used or supplied, and to fix, remove or alter the same or any other fittings or apparatus and to do any work or services in connection therewith, and to make provision for the measurement and illuminating power of gas and the registration and testing of meters, and for service of notices by and on the Company and the protection of any meters or other apparatus of the Company from distraint and for ensuring the payment of gas rates and charges.

6. To authorize the Company to acquire, hold, use and exercise patent and other rights and licences in relation to the manufacture, storage, supply, utilization or distribution of gas and products, matters and things obtainable in or arising from such manufacture or from the materials used therein.

7. To authorize the Company to contract with any local authority, company or persons for the supply of gas in bulk or otherwise within or beyond the area or limits before-mentioned for any purposes whatsoever.

8. 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, slot meters, fittings, stoves, ranges, engines and other articles, apparatus and things supplied and work done by the Company.

9. To enable the Company to apply to or for the purposes of the Order their funds and any moneys they may have power to raise and to declare, define, and regulate the capital of the Company, and to make provision for increasing the capital of the Company, and for enlarging their borrowing powers, and generally to make such provisions with respect to the capital and borrowing powers of the Company as may be deemed expedient.

10. To incorporate with the Order and extend and apply, as well to the mains, pipes and works of the Company laid down or constructed before the passing of the Act confirming the Order as to all mains, pipes and works which may be laid down or constructed under the authority of the Order, all or some of the provisions of the Gas Works Clauses Act, 1847, the Gas Works Clauses Act, 1871, the Lands Clauses Acts (except the provisions thereof relating to the purchase and taking of land otherwise than by agreement), and the Companies Clauses Acts, 1845 to 1889, and to amend or repeal any Acts or Orders that may interfere with any of the objects of the Order.

11. To vary or extinguish all existing rights and privileges which would interfere with the objects or purposes of the Order, and to confer, vary, or extinguish other rights and privileges.

On or before the 29th day of November inst., a map showing the lands occupied by the existing gas works, and used or proposed to be used for the manufacture and storage of gas and of residual products, together with a copy of this Notice, 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 also at the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and copies thereof when deposited may be obtained at the offices of the undersigned, on payment of one shilling for each copy, and if and when the Order is made by the Board of Trade, the same will be published as an advertisement, and printed copies will be deposited for public inspection with the said Clerk of the Peace, at his office at Wakefield aforesaid, and copies will be supplied to all persons applying for the same at the offices of the undersigned on payment of one shilling for each copy.

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, Railway Department, Board of Trade, Whitehall, London, on or before the 15th day of January next ensuing, and copies of such representations or objections must at the same time be also sent to the Promoters, or to the undersigned on behalf of the Promoters, 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 forwarded to the Promoters or their Solicitor or Parliamentary Agents.

Dated the 10th day of November, 1902.

J. HARDY PICKFORD, 6, Westgate, Rotherham, Solicitor.

TORR and Co., 19, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

(Railways and Works in the Metropolitan Borough of Deptford and in the Parishes of Keymer Urban and Ditchling (Sussex); Widening of Railways in the Metropolitan Borough of Battersea and in the County of Sussex and Works in connection therewith; Stopping up of Portion of Road Crossing the Company's Railway in Parish of East Blatchington and Substitution of New Road; Purchase of Additional Lands in Counties of Surrey, Sussex, and Southampton; Power to Work Railways by Electricity; Adaptions and Alterations of Railways, &c., for that purpose; Agreements with reference to Supply of Electricity; Purchase of Lands in Metropolitan Borough of Deptford for Construction thereon of Generating Station; Compulsory Purchase of Lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Stopping of Rights of Way, &c.; Tolls and Charges; Abandonment of Portion of Railway in Parish of Keymer Urban (Sussex); Extension of Time for Completion of Authorized Works, and for Compulsory Acquisition of Land; Additional Capital and Application of Funds of Company; General and Incidental Powers, &c.; Amendment of Acts.)

NOTICE IS HEREBY GIVEN, that application is intended to be made to Parliament in the ensuing Session by the London Brighton and South Coast Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, among other purposes, viz:—

To enable the Company to make and maintain the railways, widenings and works hereinafter described, or part thereof, with all needful stations, sidings, apparatus, works and conveniences connected therewith, that is to say:—

A Railway (No. 1) wholly situate in the parish of St. Paul, Deptford, in the metropolitan borough of Deptford, in the county of London, commencing by a junction with the Old Kent-road spur railway of the Company, at a point 5 chains or thereabouts, measured along the said railway in an easterly direction from the bridge carrying that railway over Cold Blow-lane, and terminating on the eastern side of the East London Railway between Old Kent-road and Deptford-road-stations, at a point 10 chains or thereabouts south of the bridge carrying the said railway over the Surrey Canal.

A Railway (No. 2) wholly situate in the said parish of St. Paul, Deptford, in the said metropolitan borough of Deptford, in the county of London, commencing by a junction with the existing sidings of the Company lying on the east side of their railway at New Cross, at a point 9 chains or thereabouts, measured in a southerly direction from Cold Blow-lane, and terminating in a field lying between the Mazawattee Tea Company's premises and the East London Railway, at a point 2 chains or thereabouts south of the Surrey Canal.

A Railway (No. 3) wholly situate in the county of Sussex, commencing in the parish of Keymer urban, in the urban district of Burgess Hill, by a junction with the "down line" of the Company's London and Brighton main line, at a point measured along the said railway 4 chains or thereabouts north of the southern end of the platforms at Wivelsfield-station thereon, and terminating in the parish of Ditchling by a junction with the "down line" of the Company's Keymer Branch Rail-

way, at a point thereon measured along the said railway 2 chains or thereabouts northward of the point where the road to Burdocks Farm crosses the said railway on the level.

A Railway (No. 4) commencing in the said parish of Keymer Urban, in the said urban district of Burgess Hill, by a junction with the "up line" of the Company's London and Brighton main line, opposite the point hereinbefore described as the commencement of Railway No. 3, and terminating in the said parish of Ditchling, by a junction with the "up line" of the Company's Keymer Branch Railway, opposite the point hereinbefore described as the termination of Railway No. 3.

A Railway (No. 5) commencing in the said parish of Keymer Urban, in the said urban district of Burgess Hill, by a junction with the "down line" of the intended Widening No. 4 of the Company's London and Brighton main line (hereafter referred to), on the western side of Wivelsfield-station thereon, opposite the point hereinbefore described as the commencement of Railways Nos. 3 and 4, and terminating in the said parish of Ditchling, by a junction with the "down line" of the Company's Keymer Branch Railway, at the point hereinbefore described as the termination of Railway No. 3.

A railway (No. 6) commencing in the said parish of Keymer Urban, in the said urban district of Burgess Hill, by junction with the "up line" of the said intended Widening No. 4 of the Company's London and Brighton main line, on the western side of Wivelsfield-station thereon, opposite the point hereinbefore described as the commencement of Railway No. 5, and terminating in the said parish of Ditchling, by a junction with the "up line" of the Company's Keymer Branch Railway, at the point hereinbefore described as the termination of Railway No. 5.

A widening (No. 1) of the Company's railway, on the eastern side thereof, wholly situate in the parish of St. Mary, Battersea, in the metropolitan borough of Battersea, in the county of London, commencing at a point thereon immediately north of the bridge carrying St. John's-hill over the said railway, and terminating at a point thereon 18 chains or thereabouts north-east of the bridge carrying the said railway over Falcon-road.

A widening (No. 2) of the Company's London and Brighton main line, on the western side thereof, wholly situate in the county of Sussex, commencing in the parish of Worth, at a point measured along the said railway 19 chains or thereabouts from the northern face of Balcombe-tunnel, passing through or into the parishes of Balcombe and Cuckfield Rural, and terminating in the parish of Ardingly, at a point measured along the said railway 2 chains or thereabouts northward of the bridge carrying Copyhold-lane over the said railway.

A Widening (No. 3) of the Company's said London and Brighton main line, on the eastern side thereof, wholly situate in the county of Sussex, commencing in the parish of Ardingly, at a point measured along the said railway 7 chains or thereabouts north of the bridge carrying Copyhold-lane over the said railway, passing through or into the parishes of Cuckfield Rural and Lindfield, and terminating in the parish and urban district of Haywards Heath, at a point 17 chains or thereabouts measured along the railway in a southerly direction from the southern face of Haywards Heath-tunnel.

A widening (No. 4) of the Company's said London and Brighton main line, on the

western side thereof, wholly situate in the county of Sussex, commencing in the parish and urban district of Haywards Heath, at a point 13 chains or thereabouts, measured in a southerly direction along the said railway from the southern face of Haywards Heath-tunnel, passing through or into the parish of Keymer, and terminating in the parish of Keymer Urban, in the urban district of Burgess Hill, at a point 6 chains or thereabouts, measured along the said railway in a southerly direction from the booking office at Burgess Hill-station.

A widening (No. 5) of the Company's London and Brighton main line, on the western side thereof, wholly situate in the county of Sussex, commencing in the parish of Keymer, at a point 8 chains or thereabouts measured along the said railway in a northerly direction from the booking office of Hassocks-station thereon, passing through or into the parishes of Clayton, Pyecombe, and Patcham, and terminating in the parish of Preston, in the county borough of Brighton, at a point 4 chains or thereabouts measured along the said railway in a northerly direction from the southern end of the up platform at Preston Park-station thereon.

A widening (No. 6) of the Company's London and Portsmouth main line, on the south side thereof, wholly situate in the county of Sussex, commencing in the parish of Eastergate, in the rural district of West Hampnett, at a point 26 chains or thereabouts, measured along the said railway in a westerly direction from the booking office of Barnham Junction-station thereon, and terminating in the parish of Barnham, in the said rural district of West Hampnett, at a point 21 chains or thereabouts, measured along the said railway in an easterly direction from the said booking office.

To empower the Company in connection with Widening No. 1 before referred to:

To divert the portion of the railway of the West London Extension Railway Company, in the parish of St. Mary, Battersea, in the metropolitan borough of Battersea, between the northern side of the bridge carrying St. John's-hill thereover and a point 1 chain or thereabouts eastward from the centre of the bridge carrying the said railway over Falcon-road.

To empower the Company to stop up so much of Claremont-road as now crosses over the Company's Newhaven and Seaford line, in the parish of East Blatchington, in the urban district of Seaford, in the county of Sussex, and to substitute therefor:

A new road wholly situate in the said parish and urban district, commencing at a point in the said Claremont-road 2 chains or thereabouts south-west of the bridge carrying that road over the Newhaven and Seaford line, and terminating at a point in the said road 3 chains or thereabouts north-east of the said bridge.

To authorize the Company to purchase lands, houses and other property, compulsorily or by agreement, for the purposes of the said intended railways, widenings and works.

To authorize the Company (in addition to the lands, houses and other property required for the said intended railways, widenings and works) to purchase and acquire by compulsion or agreement, and hold the lands (in which term houses, buildings, and other hereditaments are in this Notice included) hereinafter described, or some of them, that is to say:—

(a) Land in the parish and urban district of Sutton, in the county of Surrey, situate on the east side of the Brighton-road, and extend-

ing along that road from the entrance to the Company's goods yard at Sutton-station to the north side of Wellesley-road.

(b) Lands in the parish of Wallington, (otherwise Wallington Hamlet), in the county of Surrey, on the north side of and adjoining the Company's goods yard at Wallington-station, and lying between the backs of the premises fronting on Station-approach and the occupation road leading from Grosvenor-road across the Company's railway at Wallington-station.

(c) A strip of land in the parish of Worth, in the county of Sussex, situate on the west side of and adjoining the Company's London and Brighton main line, and lying between points respectively 6 chains or thereabouts north and 78 chains or thereabouts south, measured along the said railway from the bridge carrying Maidenbower-lane over the said railway.

(d) A strip of land in the parish and urban district of Horsham, in the County of Sussex, situate on and adjoining the west side of the Company's London and Portsmouth main line, and extending from the southern side of the postal sorting office at Horsham-station to a point 16 chains or thereabouts measured in a south-westerly direction from the booking office at that station.

(e) A strip of land in the same parish and urban district, situate on and adjoining the east side of the Company's said railway, and lying between points respectively 2 chains or thereabouts and 15 chains or thereabouts, measured in a south-westerly direction from the said booking office.

(f) Lands in the parish and borough of Worthing, in the county of Sussex, adjoining the Company's Brighton and Portsmouth Railway at Worthing-station, and situate between that railway and Southcourt-road.

(g) Lands in the parish and urban district of Havant, in the county of Southampton, on the south side of and adjoining the Company's Havant-station, lying between the southern boundary of that station and Waterloo-road.

(h) Lands in the parish of Rotherfield, in the county of Sussex, situate on the south-east side of and adjoining the Company's Lewes and Tunbridge Wells Railway, extending from the public road, passing under the said railway at Crowborough-station thereon to a point 34 chains or thereabouts, measured along the said railway in a south-westerly direction from the said public road.

(i) A strip of land in the parish and urban district of Uckfield, in the county of Sussex, situate on the south side of the Company's railway and goods yard at Uckfield-station, and extending from the western boundary of the Uckfield gas works to a point 23 chains or thereabouts measured along the said railway in a western direction from the said gas works.

(k) Lands in the same parish and urban district situate on and adjoining the southern side of the said goods yard, and lying between the eastern boundary of the said gas works and Newtown-road.

To empower the Company to work their railway, or any part thereof, or any railways in connection therewith, now or hereafter worked or used by them by electrical power, and for that purpose to lay down and maintain and use electric cables, mains, wires, and apparatus necessary or convenient for such working.

To empower the Company to make such alterations of their railway and stations and works as

may be necessary to adapt the same for working by electrical power.

To empower the Company on the one hand and any other company, corporation or person to enter into and fulfil contracts and agreements for the supply of electricity to the Company by such other company, corporation or person, and (so far as may be necessary) to enable any Local Authority, who may enter into any such agreement, to apply their funds and the rates leviable by them for the purposes of such agreement.

To enable the Company to purchase and acquire compulsorily or by agreement, and to hold the following lands, viz. :—

Lands in the parish of St. Paul, Deptford, in the metropolitan borough of Deptford, in the county of London, bounded on the south by the Old-Kent-road Spur Railway of the Company, and on the north-east and north-west by the railways of the East London Railway Company, and lying in the triangle formed by those railways.

and to empower the Company upon all or any of such lands to erect, maintain, and use stations for generating and transforming electrical energy, with all necessary buildings, works, engines, dynamos, plant and machinery, and to make all such works as may be necessary for connecting such generating and transforming stations with the railways of the Company at any point thereon.

To exempt the Company from the provisions of Section 92 of the Lands Clauses Consolidation Act 1845, and to empower them to purchase part only of any house, building, or manufactory which may be required for the purposes of the intended Act without being obliged or compellable to purchase the whole or any greater part thereof.

To empower the Company to stop up and divert any streets, roads and footpaths shown on the deposited plans as intended to be stopped up or diverted, or included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and to empower the Company to appropriate the sites and soil of so much of any such streets, roads or footpaths as will become unnecessary, and to provide for extinguishing all rights of way thereover.

To authorize the levying of tolls and charges in respect of the intended railways, widenings and works, and the exercise of other rights and privileges.

To authorize the abandonment of so much of the Company's Keymer Branch Railway, in the parish of Keymer Urban, in the urban district of Burgess Hill, in the county of Sussex, as crosses on the level the public road known as Junction-road.

To extend the time limited by the London Brighton and South Coast Railway Act, 1898, for the completion of the following works authorized by that Act to be constructed by the Company, viz. :—

The widening (No. 1) of the Company's railway from Victoria to Clapham-junction.

The widening (No. 2) of the Company's railway from Victoria to Clapham-junction.

The widening of the Newhaven and Seaford line.

To extend the time limited by the London Brighton and South Coast Railway (Various Powers) Act, 1900, for the compulsory purchase of lands for the widening (No. 3) of the Three Bridges and East Grinstead Railway of the Company near Grange-road-station, and for the compulsory purchase of the lands in the parishes of Ifield and Worth on the north and south of

the Company's Three Bridges to Horsham branch line near Crawley-station.

To authorize the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their Undertaking by the creation of new shares or stock (with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto) or by borrowing, or by the creation of debenture stock, or by any of such means. And also to authorize the Company to apply to all or any such purposes any capital or funds belonging to them, or which they are now authorized to raise.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will or may incorporate with itself, with or without exceptions and modifications, the provisions of the "Companies Clauses Acts, 1845 to 1889," the "Lands Clauses Acts," the "Railways Clauses Acts, 1845 to 1863," and it may, so far as necessary for any of the aforesaid purposes, extend, amend, vary, and enlarge the powers and provisions of the Act 9 and 10 Vict., cap. 283, and any other Act relating to the Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways, widenings, and works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, 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; also an Ordnance Map with the proposed railways and widenings delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 29th 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; with the Clerk of the Peace for the county of Surrey, at his office at Kingston-upon-Thames; with the Clerk of the Peace for the county of Sussex, at his office at Lewes; and with the Clerk of the Peace for the county of Southampton, at his office at Winchester.

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 described in which the intended works are to be made, or in which any lands to be taken are situate, will be deposited, together with a copy of this Notice, at the places respectively stated as follows :

As relates to the parish of St. Paul, Deptford, with the Town Clerk of the metropolitan borough of Deptford, at his office, No. 20, Tanner-hill, Deptford.

As relates to the parish of St. Mary, Battersea, with the Town Clerk of the metropolitan borough of Battersea, at his office, Municipal-buildings, Lavender Hill, S.W.

As relates to the parish of Preston in the county borough of Brighton with the Town Clerk of that borough at his office.

As relates to the parish and borough of Worthing, with the Town Clerk of that 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,

at his office, or, if he have no office, at his residence, or, if there be no Clerk, with the Chairman of that Council, at his residence.

Any parish named in this Notice which is not described as a county or other borough, or as an urban district, or as in the county of London, or is not stated to be in an urban or rural district, is a parish having a Parish Council.

As relates to the following parishes, being comprised in a rural district, and not having a Parish Council, with the Clerk of the District Council of such rural district, at his office as follows, viz. :—

As relates to the parishes of Eastergate and Barnham respectively with the Clerk of the rural district of West Hampnett at his office at North Pallant, Chichester.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

ROSE & Co., 10, Victoria-street, Westminster, S.W.;

Solicitors.

DRYSON & Co., 9, Great George-street, Westminster, S.W.;

Parliamentary Agents.

Board of Trade.—Session 1903.

ELECTRIC GENERATING STATION RAILWAY (WESTERN SHORE ROAD), SOUTHAMPTON.

(Construction of Railway; Crossing Road on Level; Tolls; Application of Funds.)

NOTICE is hereby given, that application has been made by the London and South Western Railway Company (hereinafter called "the Company") to the Board of Trade for a Certificate under the Railways Construction Facilities Act, 1864, as amended by the Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870, for the purposes, or some of the purposes, and with the powers and provisions, or some of them, as hereinafter mentioned (that is to say):—

To authorize the Company to make and maintain the following railway (hereinafter called "the railway"), with all necessary works (that is to say):—

A railway situate wholly in the parish of All Saints, in the county borough of Southampton, in the county of Southampton, commencing on the south-west side of Western Shore road, at a point 165 yards measured along the southern side of Western Shore road eastward from Blechynden street, and terminating by a junction with an existing siding of the Company on the north-east side of Western Shore road about 6 yards south-east of the ground frame on the Company's premises immediately north-east from the point of commencement.

The said railway will be constructed on a gauge of 4 feet 8½ inches.

To authorize the Company to cross on the level and to alter and stop up temporarily the road known as Western Shore road together with the water-courses, pipes and sewers therein or thereunder.

To authorize the Company to levy tolls, fares, rates and charges upon and in respect of the railway, and to alter the tolls, fares, rates and charges to be levied by the Company, and to confer, vary and extinguish exemptions from the payment of tolls, fares, rates and charges, and to confer, vary and extinguish other rights and privileges.

To enable the Company to apply to the purposes of the Certificate any funds which they have raised or have power to raise.

To vary and extinguish any rights and privileges which would interfere with the objects aforesaid, and to confer other rights and privileges, and the Certificate will or may incorporate with or without alteration all or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1865. A plan and section of the railway, with a book of reference to the plan, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of the land, in or through which the railway will be made or pass, and an Ordnance Map, with the line of the said railway delineated thereon, have been deposited for public inspection with the Clerk of the Peace for the county of Southampton, at Winchester, and with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton, and a copy of the said plan, section and book of reference has also been deposited for public inspection with the Town Clerk of the county borough of Southampton, at his office. A printed copy of this Notice, as published in the London Gazette, will, within one week after the last publication of the Notice in the local papers, be deposited for public inspection with the Clerk of the Peace for the county of Southampton, and with the Clerk of the Peace for the town and county of the town of Southampton, at their offices above mentioned, and with the Town Clerk of the county borough of Southampton, at his office.

Copies of the draft Certificate, as proposed by the Company, will be supplied at the price of sixpence each, at the office of the undersigned, to all persons applying for them.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application for the said Certificate, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall, London, on or before the 1st day of January, 1903.

And notice is hereby also given, that after the Board of Trade have settled the said Certificate, copies thereof can be obtained at the office of the undersigned at the price of sixpence each, or at such other price as the Board of Trade may direct.

Dated the 14th day of November, 1902.

SAM BIRCHAM, Waterloo Station, London, S.E., Solicitor to the London and South Western Railway Company.

Board of Trade.—Session 1903.

CAERPHILLY ELECTRIC LIGHTING.

(The Production, Storage and Supply of Electricity by the Caerphilly Urban District Council within their District; Construction of Generating Stations; the Laying Down and Erection of Electric Lines, &c.; Agreements with other Bodies; Taking and Recovery of Rates, &c.; Borrowing of Money; Acquisition and Appropriation of Lands; Breaking-up of Streets, &c.; Incorporation of Acts, &c.)

NOTICE is hereby given, that the Urban District Council of the Caerphilly urban district, in the county of Glamorgan (hereinafter called "the Council"), whose address is at the Council offices, Cardiff-road, Caerphilly, intend to apply to the Board of Trade on or before the 20th 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 purposes (that is to say):—

1. To authorize the Council to produce, store, supply, sell and distribute electrical energy for

all public and private purposes as defined by the said Acts within the whole area of the Caerphilly urban district (hereinafter referred to as "the area of supply") or some part or parts thereof, and to demand and recover rates, rents and charges for such supply.

2. To authorize the Council to construct generating stations and other works and conveniences, and to lay down or erect electric lines, posts and other apparatus, and to open and break up streets, roads and public places, ways, footpaths, railways, tramways, sewers, drains, pipes, wires and apparatus within the area of supply, and to incorporate with the Order all or some of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, 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 authorize the Council to enter into and fulfil contracts and agreements with public authorities, companies or persons for the execution and maintenance of works, machinery and apparatus, and the supply of electricity under the powers of the Order, or the purchase by the Council of electricity from any such authority, company or person.

(4) To authorize the Council to or for the purposes of the said Order to borrow money, and to levy rates, and to appropriate or purchase and hold lands.

(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) The names of the streets in which it is proposed that electric lines should be laid down within a specified time are as follows:—

In the Parish of Eglwysilan.

Castle-street, Caerphilly; the Twyn, Caerphilly; Cardiff-road, Caerphilly; Commercial-street, Senghenydd; Thomas-street, Aber; High-street, Aber; and De Winton-terrace, Llanbradach.

In the Parish of Llanfabon.

High-street, Oak-terrace and Lewis-terrace, Llanbradach.

(7) The following are the streets not repairable by a Local Authority, and the railways and tramways which the Council propose to take powers to break up.

(a) Streets—

In the Parish of Eglwysilan.

The main road leading from Cardiff to Merthyr through Caerphilly, from Thornhill to the boundary of the parish of Eglwysilan at Llanbradach. The main road leading from Bedwas to Caerphilly, from Porset Brook to Piccadilly-square, Caerphilly. The main road from Piccadilly-square, Caerphilly, to Nantgarw. The main road leading from Cardiff to Merthyr from the Eglwysilan parish boundary at Tongwynlais to the Eglwysilan parish boundary between Nantgarw and Upper-boat.

In Caerphilly.

Pontygwindy-road, Bedwas-road, Rhos-row, Nantgarw-road, Court House-street, St. Fagans-street, Stockland-street, Pentrebanc-street, Olive-street, Bradford-street, Rhymney-terrace, Station-terrace, Bartlett-street, White-street, Goodrich-street, Clifton-street, Windsor-street, Station-lane, Cardiff-road and the road over the Rhymney Railway near Caerphilly Station. The Twyn, Bromfield-street, Salop-street, Saint Martins-road,

Beddau-road and the road over the Rhymney Railway (Walnut Tree branch) near Beddau Cottages, Cwm-road and Tymelin-road.

Road over the Rhymney Railway (Walnut Tree branch) at Penrhos. The road over the authorized Barry Railway at Penrhos. The road over the Alexandra Dock and railway line at Penrhos. Nantgarw-road over the authorized Barry Railway line (Brecon and Merthyr branch) at Penrhos. The road known as Llywyncæ-road over the Rhymney Railway between Penrhos and Groeswen, Beddau-road over the authorized Barry Railway (Brecon and Merthyr branch) near Furnace Farm. The road over the authorized Barry Railway (Brecon and Merthyr branch) at Energlyn. The road over the authorized Barry Railway (Brecon and Merthyr branch) at or near Pwllypant.

In Llanbradach.

Joinery-terrace, England-road, De Winton-terrace, Coedybrain-road, Coedybrain-street, Stanley-row, Stanley-terrace.

At Aber.

Brook-street, Bridge Field-street, Tridwr-road, Ilan-road, Havard-road, Francis-road, Graig-street. The road over the Rhymney Railway (Aber branch) at Penyrheol. The road leading from Aber to Whitecross (sometimes called Coedcae Picca-road) over the Rhymney Railway (Aber branch) at Aber Fawr.

At Senghenydd.

Commercial-street, Windsor-place, High-street, road leading from High-street to the board schools, Stanley-street, Cross-street, Station-road, Kingsley-place, Station-terrace, Grove-terrace, Parc-terrace. The road leading from the Universal Hotel to the railway station. The road leading from Station-road to Station-terrace. The road over the Rhymney Railway (Aber branch) from Station-road to Station-terrace. The approach to the Universal Colliery from Commercial-street.

At Tongwynlais.

Market-street, Queen's-square, Butte-terrace, Wyndham-street, Wellington-street and Birch Hill-lane.

In Taff's Well.

Alfreds-terrace, the approach to the station from main road, Anchor-street, Church-street, Castle-street, Garth-street, Tabor-street, the approach to the board schools from the main road, the road over the Barry Railway (Brecon and Merthyr branch) near Tyrhiw, the road over the Glamorganshire Canal and Taff Vale Railway at Ynys Bridge, the road over the Glamorganshire Canal and Taff Vale Railway at Walnut Tree Bridge.

In Glanllyn.

Riverside-place, Cules-terrace, and road leading to Cules-terrace, Leyshon-street, road over Taff Vale Railway, near board schools.

At Nantgarw.

Quarry Field, Chapel-street, Canal-row, lane from main road to Canal-row and the road over the Glamorganshire Canal at Nantgarw.

In the Parish of Llanfabon.

Main road leading from Cardiff to Merthyr through Caerphilly from the parish boundary at Llanbradach to the boundary of the district near Berthllwyd, Nelson.

In Nelson.

Wern-crescent, Station-terrace, High-street, Treharris-road, Commercial-street, Caerphilly-road, Dynevor-terrace, Maion-road, the Square, the road known as Shingrig-road over the Joint Great Western Railway and Rhymney Railway at Shingrig, the road known as Commercial-street

over Taff Vale Railway Bridge at Nelson, the road over the Rhymney Railway near Ponsaeson, Ynysgldy-street, Ystradmynach, Edward-street, Ystradmynach.

In Llanbradach.

Charles-street, Wingfield-crescent, Wingfield-terrace, Glenview-terrace, Ffrwd-terrace, High-street, Lewis-terrace, Oak-terrace, road leading to national schools, Pencerrig-street, Grove-street, James-street, Tynygraig-street, Thomas-street, Church-street, Church-view, Morgan-street and Station-road.

(b) Railways—

Level crossing of the Rhymney Railway (Walnut Tree branch) at Watford over road known as Beddau-road.

(c) Tramways—

In the Parish of Eglwysilan.

Tramway crossing Forest-road, Taffs Well, leading from Isaac Morgan and Co.'s Quarry to the Glamorganshire Canal. Tramway crossing Cardiff-road at Taffs Well leading from the Castell Coch Quarries to the Glamorganshire Canal.

In the Parish of Llanfabon.

Tramway at Nelson leading from the Gilfach Main Quarries to Llancaiach Railway Station crossing Shingrig-road, Nelson.

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 20th 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 the Council, Cardiff-road, Caerphilly, and at the offices of the undermentioned Solicitor and Parliamentary Agents.

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, 1903, and a copy of such objection must also be forwarded to the undersigned Solicitor or Parliamentary Agents.

Dated this 11th day of November, 1902.

WM. SPICERETT, Solicitor, Council Offices,
Cardiff-road, Caerphilly.

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

Board of Trade.—Session 1903.

HERNE BAY PIER (PROVISIONAL ORDER).

(Application for Provisional Order for Power to Widen and Enlarge Pier and Construct Pavilion and other Works at Herne Bay, in the County of Kent; Purchase or Lease of Land by Agreement; Tolls and Charges for use of Pier, &c.; Bye-laws, &c.; Capital Powers; Sanction of Borrowing, Consolidation, and Conversion of Capital; Incorporation 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 Herne Bay Pier Company Limited (hereinafter referred to as "the Company"), pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any other Act or Acts enabling them in that behalf for a Provisional Order (hereinafter called "the Order"), for the following purposes or some of them (that is to say):—

1. To empower the Company to make and maintain in the parish and urban district of

Herne Bay, in the county of Kent, and in and upon the foreshore and bed of the sea adjoining or near thereto an extension and widening of the existing pier constructed under the Orders of 1891 and 1896, to the following extent (a) on both sides of the pier-head, commencing at the northern end of the pier-head, and terminating at a point 10 yards or thereabouts from such end, measured in a northerly direction from such end; (b) on both sides of the pier at or near Shore End Bay, commencing at a point 132 yards or thereabouts from the pier entrance and terminating at a point 165 yards or thereabouts, measured in a northerly direction from such pier entrance. Together with all proper or convenient shelters, seating, lamps, lamp-posts, gas lighting and electric lighting apparatus, and any other apparatus for lighting, tramways, sheds, offices, cranes, hydraulic lifts, buoys, moorings, mooring posts, groynes, roads, approaches, sewers, drains, and other works and conveniences connected therewith.

2. To empower the Company to erect, construct, and maintain on and in connection with the pier and pier-head, jetty, landing stages saloons, pavilions, assembly, concert, lecture, waiting, refreshment, reading and other rooms, automatic machines, bicycle stands, band stands, shops, bazaars, kiosks, aquaria, lavatories, swimming and other baths, sanitary and other conveniences, with suitable approaches.

3. To empower the Company in constructing the said works or any of them to deviate laterally or vertically from the lines and levels shown on the plans and sections hereinafter referred to.

4. To extend and define the limits within which the pier-masters, toll-takers, and other officers or servants of the Company shall have authority, and within which the bye-laws and regulations of the Company shall be in force.

5. To empower the Company to purchase, take on lease, or otherwise acquire by agreement, the lands, foreshore, or hereditaments necessary for the purposes of the Order.

6. To extend and make applicable to the extended pier all or some of the powers conferred on the Company by the Orders of 1891 and 1896, and to empower the Company to make charges for admission to the said pavilions and other buildings and conveniences, and from time to time to close the same and to make special charges in respect thereof.

7. To empower the Company to deepen, dredge, scour and excavate any portion of the foreshore and bed of the sea, and to remove any clay, rock, sand, mud, or other material at or adjoining or near to or within 100 yards of any part of any of their pier and works and other lauds and property which it may be necessary or expedient to deepen, dredge, scour, excavate, or remove for the purposes of or in connection with the said works.

8. To make provision for the regulation, management, use, and protection of the said pier and other works, buildings and conveniences, and the control and regulation of vessels, persons, animals, goods, and vehicles using or resorting to the same, and the approaches thereto, and with respect to the mooring of vessels within the limits to be prescribed as aforesaid, or at or near the said pier or works, and to empower the Company to make and enforce bye-laws, rules and regulations in respect of the matters aforesaid or any of them, and to impose penalties for the breach or non-observance of any such bye-laws, rules

and regulations, and of any provisions of the proposed Provisional Order.

9. To enable the Company and any other body or company empowered to supply gas, electric, or any other light, in the district, to enter into and carry into effect agreements with regard to the lighting of the pier and other works, buildings, and conveniences.

10. To authorize the Company for all or any of the purposes aforesaid, or for the general purposes of the Company or of the Order, to apply their funds and revenues and to raise further moneys 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 the creation and issue of debenture stock, or by any of such means, and to make provision for cancelling and confirming the creation and issue by the Company of debentures or debenture stock already created and issued.

11. To authorize and provide, subject to such terms and conditions as may be prescribed by the Order for the consolidation of the share and loan capital of the Company, and to make provision for the conversion, surrender, and cancellation thereof or part thereof, and the issue to and acceptance by the holders thereof, with consent or with the consent of such proportion of the holders as may be prescribed of substituted capital or securities having such rights and privileges and subject to such conditions and qualifications as may be provided for by the Order.

12. To make all necessary provisions for or with reference to the purposes aforesaid, and vary or extinguish all or any other rights and privileges inconsistent with or which would or might interfere with the objects of the Order, and to confer other rights and privileges.

13. To incorporate with and make applicable to the Order the provisions or some of the provisions of the Herne Bay Pier Order, 1891 (herein called the Order of 1891), and the Herne Bay Pier Order, 1896 (herein called the Order of 1896), and so far as may be requisite or desirable to amend or repeal some of the provisions of the Pier and Harbour Orders Confirmation (No. 1) Act, 1891, and the Order of 1891 as confirmed by the said Act and the Pier and Harbour Orders Confirmation (No. 2) Act, 1896, and the Order of 1896.

And notice is hereby also given, that on or before the 29th day of November, 1902, plans and sections of the said intended alterations of the existing pier and of the works proposed to be authorized by the Order and a copy of the Gazette Notice will be deposited for public inspection with the Clerk of the Peace for the county of Kent at his office at Maidstone in that county, at the Custom House at Whitstable in the said county, and at the office of the Board of Trade, Whitehall-gardens, London.

On and after the 23rd day of December, 1902, printed copies of the Draft Provisional Order may be obtained by all persons applying for the same at the offices of the undersigned on payment of one shilling for each copy.

Dated this 21st day of November, 1902.

JONES and HAMP, 125, High Holborn, W.C., and Herne Bay, Kent, Solicitors.

BIRCHAN and Co., 46, Parliament-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

QUEENSLAND INVESTMENT AND LAND MORTGAGE COMPANY LIMITED.
(Payment Off of Moneys Paid in Advance of Calls on Ordinary Shares; Reduction of Nominal Value of Shares; Reduction of Borrowing Powers and Provisions as to Redemption of Debentures, and as to Notices; Substitution of New for Existing Trust Deed, Amendment of Acts, Memorandum of Association, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903, by or on behalf of the Queensland Investment and Land Mortgage Company Limited (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To authorize and empower the Company to pay off the whole or any portion of the sums paid in advance of calls on ordinary shares in the capital of the Company and to cancel any securities given in respect thereof, and to reduce the nominal value of all or any of the shares in respect of which such advances have been made and the liability of the holders thereof.

To reduce the borrowing powers of the Company, and to provide for the redemption of any debentures granted or issued by the Company at such times and in such manner and on such terms and conditions as the Bill may prescribe.

To cancel and annul the Trust Deed, dated the 6th day of January, 1886, and made between the Company, of the one part, and George Nisbet Martin and George Robert Fife, as Trustees, of the other part, which prescribes the security for payment of principal moneys and interest due upon debentures of the Company, and to provide for the execution of a new Trust Deed in lieu thereof, and for the alteration of the security to be in future charged with the payment of principal moneys and interest due, or to become due, on any debentures of the Company, whether granted or issued, or to be granted or issued, and, if thought fit, to specially charge any uncalled capital or other assets of the Company therewith, and to prescribe the form of and confirm such new Trust Deed, and make provision for the alteration or modification of the rights of any existing or future holders of debentures of the Company, whether under the new Trust Deed or otherwise.

To relieve the Trustees of the existing Trust Deed from all liability thereunder.

To provide for the giving of notices by the Company or by the Trustees of the existing or new Trust Deed to holders of debentures of the Company, and the publication of advertisements giving notices to such holders.

To vary, alter, and amend so far as may be necessary for the purposes of the Bill the provisions and powers contained in the Memorandum and Articles of Association of the Company and the provisions of the Queensland Investment and Land Mortgage Company's Act, 1894, and all rights and privileges inconsistent with or which would 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 20th day of December next printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

TRINDER, CAPRON, and Co., 156, Leadenhall-street, E.C., Solicitors for the Bill.
REES and FRERE, 5, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1903.

COVENTRY AND ARLEY RAILWAY.

(Incorporation of Company; Construction of Railways in the County of Warwick: Compulsory Purchase of Lands, Houses, and other Property; Exemption from Provisions of section 92 of Lands Clauses Consolidation Act, 1845; Interference with Roads, &c.; Tolls, &c.; Power to work Railways by Electricity; Generating Stations, &c.; Running Powers over Portions of the Midland Railway; Working and Traffic Agreements with the Midland Railway Company; Exemption of intended Railways from operation of some of the Provisions of the Regulation of Railways Act, 1868; Amendment of that Act and Further Powers to Board of Trade in reference thereto; Traffic Facilities; Power to Retain or Lease Superfluous Lands; Power to Pay Interest out of Capital during Construction; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for the following or some of the following among other objects and powers:—

1. To incorporate a Company (herein referred to as "the Company"), and to enable the Company to construct and maintain in the County of Warwick, with all proper stations, sidings, junctions, gates, approaches, works, machinery, appliances, and conveniences connected therewith, or incidental thereto, the following railways or one of them, or some part or parts thereof respectively (that is to say):—

Railway No. 1, commencing in the parish of Arley, at a point on the east side of the main road leading from Tamworth to Coventry, and 24 yards or thereabouts south of the entrance gate to Arley Station and terminating in the city and parish of Coventry at a point on the north side of the Old Allesley-road opposite or nearly opposite the east side of Craven-street.

Railway No. 1 will be made or pass from, in, through, or into the parish of Arley, in the rural district of Nuneaton, and the parishes of Fillongley, Corley, Allesley and Coundon in the rural district of Meriden and the city and parish of Coventry.

Railway No. 2, wholly in the parish of Arley, in the rural district of Nuneaton, commencing by a junction with the southernmost siding of the Midland Railway at Arley Station, at a point 80 yards or thereabouts eastward of the station building and terminating by a junction with Railway No. 1 at a point on the eastern side of the road from Fillongley New Bridge to Arley village 50 yards or thereabouts south of the bridge carrying the railway of the Midland Railway Company over that road.

2. To authorize the Company to deviate laterally and vertically from the lines and levels of the intended railways and works as shown on the plans and sections hereinafter mentioned to the extent shown thereon or as may be prescribed by the Bill.

3. To empower the Company to cross, alter, raise, lower, stop up, remove, divert, appropriate, use, or otherwise interfere with, either temporarily or permanently, so far as may be necessary or expedient for the purposes of the intended railways and works, all public and other roads and

highways, streets, lanes, squares, courts, footways, paths, rivers, streams, railways, sidings, passages, sewers, drains, telegraphic, electric, or telephonic apparatus, mains, pipes, and works of every description within the parishes and places aforesaid, or any of them, and to provide that any altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of the portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective authorities or persons liable to maintain the said existing roads, or such other authorities or persons as shall be specified in the Bill, and that the abandoned portions of road shall be vested in the Company or otherwise as the Bill may prescribe. To provide that the Company, notwithstanding section 46 of the Railways Clauses Consolidation Act, 1845, shall not be liable to repair or maintain the surface of any road which shall be carried over any existing or authorized or intended railway by a bridge or bridges or of the immediate approaches thereto, except so far as the level of such road or approach shall be permanently altered.

4. To vary, alter, or repeal certain of the provisions of the Railways Clauses Consolidation Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of the intended railways and works, the temporary or permanent use of lands, crossing or alteration of roads or other interference therewith, and works for the accommodation and protection of lands adjoining the intended railways and works, also certain of the provisions of the Lands Clauses Acts relating to the purchase of lands, houses, or other premises, the settlement of questions of disputed compensation, and the sale of superfluous lands.

5. To empower the Company, notwithstanding section 48 of the Railways Clauses Consolidation Act, 1845, to run trains at a speed exceeding four miles an hour over any level crossing at, near, or adjoining stations on the intended railways.

6. To empower the Company to work by electrical power in addition to or in substitution for steam power, the traffic on the intended railways or any part or parts thereof, and the works, machinery, and apparatus connected therewith, and also with the consent of the Company owning and working the same, the portion of railway and station, mentioned in paragraph 14 of this Notice, and to light such portion of railway and the intended railways and works by electricity, and lay down, maintain, and use electric mains, wires, and works along such portion of railway and the intended railways for transmitting electrical energy to, over, and along the same.

7. To authorize the Company, on the one hand, and the Coventry Electric Tramways Company and any other company, local authority, body, or person authorized to supply electricity in any district in or near which any part of the said railways is situate, on the other hand, to enter into and carry into effect agreements with respect to the supply to the Company by the Coventry Electric Tramways Company or such other company, local authority, body, or person, of electrical energy, and for that purpose to authorize the Company and the Coventry Electric Tramways Company or such other company, local authority, body, or

person to lay pipes, wires and tubes to or from any generating station of any such company authority, body or person from or to the intended railways, across or along any roads, streets or bridges so as to connect the intended railways with such generating station.

8. To authorize the Company to acquire and hold patent and other rights and licences in relation to the generation and use of electrical energy.

9. To empower the Company to purchase by compulsion or agreement, or to lease, or otherwise acquire for the purposes of the Bill, lands, houses, and other property in the parishes and places aforesaid or any of them, and also rights of easement and other rights in, under, through, or over lands, houses, and other property, without being required to purchase such last-mentioned lands, houses, and other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

10. To authorize the purchase of part only of, or of an easement in, over, or under any land or other property which may be required for the purposes of the Bill, without the Company being subject to the liability imposed upon them by the 92nd section of the Lands Clauses Consolidation Act, 1845.

11. To enable the Company to sell and convey, lease, or otherwise dispose of any lands, houses, and other property purchased or acquired under the powers of the Bill which may not be required for the intended railways or works.

12. To empower the Company and all companies or persons lawfully using or working the railways of the Company to levy tolls, rates, duties, and charges for and in respect of the use of the intended railways, and for the conveyance of passengers, animals, and goods conveyed on the said railways, and to alter or confer exemptions from the payment of such several tolls, rates, duties and charges.

13. To enable the Company on the one hand, and the Midland Railway Company and Coventry Electric Tramways Company or either of them, on the other hand, to enter into and fulfil agreements with respect to the construction, maintenance, working, use, and management of the intended railways and works or any part or parts thereof, and the conveyance of traffic thereon, the supply of rolling stock and plant, and of officers and servants for the conveyance and conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the regulation, collection, transmission, interchange, accommodation, delivery, and conveyance of traffic coming from or destined for the respective Undertakings of the contracting companies or any of them, and the division and appropriation of the revenue arising from the traffic; and to authorize the appointment of a joint committee for carrying into effect any such agreement as aforesaid, and to confirm, and, if thought fit, to vary any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid.

14. To enable the Company and all companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges

as may be agreed upon or be settled by arbitration or defined by the Bill, all or any part of the portions of railway and Undertaking herein-after mentioned together with the stations, watering-places, water, booking offices, warehouses, approaches, engine sheds, sidings, turntables, telegraphs, telephones, signals, works, machinery, appliances, and conveniences connected therewith respectively (that is to say):—

So much of the railway and sidings of the Midland Railway Company as lies between points respectively 100 yards westward and 400 yards eastward of the booking office at Arley Station, including that station.

And to authorize the Company to levy tolls, rates, and charges upon or in respect of the railway and portions of railway and stations so to be run over and used, and to alter the tolls, rates, and charges now authorized to be taken thereon, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges.

15. To require and empower the Midland Railway Company upon such terms and conditions as shall be agreed or settled by arbitration or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description to or from or over the whole or any part of the railways belonging to the Company and the Midland Railway Company respectively, or under their respective management or control, from and to the intended railways or any part or parts thereof respectively, and from and to any railway which the Company may be empowered to run over, work, and use, so as to prevent undue interruption, diversion, or delay in the passage of the said traffic, and to provide full and proper facilities of all kinds for the traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the Bill may define, and (if need be) to alter and vary the tolls and charges which the said Midland Railway Company are now authorized to receive and take upon their railways or any railways under their management or control, and to confer, vary, or extinguish exemptions therefrom.

16. To empower the Company on the one hand and the County Council of the county of Warwick, the Corporation of the City of Coventry, and any local authority, corporation, body, or person on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to all or any of the purposes of the Bill, and to confirm any agreement entered into or to be entered into with such county council, local authority, corporation, body, or person with respect to any of the aforesaid purposes.

17. To authorize any local authority or authorities in or through whose district the proposed railways are intended to be constructed to lend money to the Company and to subscribe some portion of the capital of the Company to hold shares, stock, mortgages, debenture stock or other securities of the Company to guarantee to or for the Company interest, dividend, annual or other payments on all or any of the shares or stocks of the Company, and to guarantee the principal and interest of any loan, and any rent or other fixed charges of the Company, and to authorize and empower any of such parties on the one hand and the Company on the other hand to enter into any agreements for or in

reference to any of the purposes or objects of the Bill and to rescind, alter, or vary the same.

18. To exempt from the operation of the Regulation of Railways Act, 1868, in such respects as the Bill may prescribe, all or some of the intended railways and to confer such power upon the Board of Trade in that behalf, as the Bill may provide, or Parliament may think fit, and to amend so far as may be necessary the Regulation of Railways Act, 1868.

19. To define the capital, borrowing, and other powers of the Company.

20. To authorize the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or funds of the Company interest or dividends on any shares or stock of the Company.

21. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with such modifications as may be deemed necessary or expedient all or some of the provisions of the Companies Clauses Acts, 1845, 1863 and 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Acts, 1863 and 1869; the Regulation of Railways Act, 1868; the Locomotives Acts, 1861 and 1865; the Highways and Locomotives Amendment Act, 1878; the Tramways Act, 1870; and the Electric Lighting Acts, 1882 and 1888; and it will, so far as may be necessary or expedient for the purposes thereof, repeal, amend, and enlarge the powers and provisions of the following local and personal Acts (that is to say):—

The Act 7 and 8 Vict., cap. 18, and any other Act or Acts relating directly or indirectly to the Midland Railway Company; the Coventry Corporation Act, 1900, and all other Acts of Parliament and Orders of the Board of Trade relating to the Corporation of Coventry; the Coventry Electric Tramways Act, 1897; and all other Acts relating to the Coventry Electric Tramways Company; and any other Act or Order which may be affected by or interfere with the objects of the Bill.

22. Duplicate plans and sections describing the line, situation, and levels of the intended railways and works, and the lands, houses, and other property intended to be compulsorily taken under the powers of the Bill, 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, and also an Ordnance Map with the line of the railways delineated thereon, so as to show their general course and direction, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of Warwick, at his office at Leamington; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the areas hereinafter mentioned, together with a copy of this Notice as published in the London Gazette, will be deposited as follows:—

So far as relates to the City and Parish of Coventry, with the Town Clerk of that city, at his office in Coventry.

So far as relates to the parishes of Fillongiey, Corley, and Allesley, in the rural district of Meriden, with the clerk of the Parish Council of each such parish, at his office, or if he has no office, at his residence, or if there is no clerk, with the chairman of such Parish Council, at his residence.

So far as relates to the parish of Arley, in the rural district of Nuneaton; and the parish of Coundon, in the rural district of Meriden, with the clerk of the District Council of each such district at his office.

23. Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 12th day of November, 1902.

BROWTTTS, 23, Bayley-lane, Coventry,
Solicitors for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-
street, Westminster, S.W., Parlia-
mentary Agent.

In Parliament.—Session 1903.

NORTH'S NAVIGATION COLLIERIES (1889) LIMITED.

(Re-arrangement and Increase of Capital; Cancellation of Certificates and Issue of New Certificates; Provisions as to Dividend and Reserve Fund, and Votes of Shareholders; Alteration of Memorandum and Articles of Association; Incidental Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by North's Navigation Collieries (1889) Limited (hereinafter called "the Company") for leave to bring in a Bill for the following purposes (that is to say):—

To alter and reconstitute the capital of the Company, and to increase the nominal amounts of the shares in the capital.

To convert the existing preference shares of the Company into new shares carrying a different rate of dividend, the nominal amount of such new shares being adjusted so as to secure to the holders dividends equal to those to which they are now entitled.

To allot new shares to the holders of existing ordinary shares in respect of expenditure for capital purposes made out of profits and out of money accumulated and reserved out of profits, and in respect of the increased capital value of the property and Undertaking of the Company.

To define the priorities and rights of the holders of the preference and ordinary shares and the method of distributing profits.

To make incidental provisions with respect to the cancellation of existing certificates of shares, and the issue and allotment of new certificates, and to confer powers upon trustees, executors, administrators, and others holding shares in a representative or fiduciary character with respect to the proposed conversion and the acceptance and holding of new shares.

To re-arrange and define the rights of voting in respect of shares.

To effect any such alterations of the Memorandum and Articles of Association of the Company with respect to their capital and borrowing powers, reserve funds, payment of dividend and otherwise, as may be necessary for, or incidental to, the purposes of the Bill.

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 20th day of December next.

Dated this 18th day of November, 1902.

BLUNT and Co., 95, Gresham-street, E.C.,
Solicitors.

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

In Parliament—Session 1903.

LONDON AND NORTH-WESTERN
RAILWAY.

Additional Powers to Company with reference to Lands, Roads, Footpaths, and Works, in the Counties of Middlesex, Buckingham, Warwick, Leicester, Worcester, Stafford, Chester, and Lancaster; Powers to Company and Great Western Railway Company as to Works in the County of Brecon; Powers to Shropshire Union Railways and Canal Company as to Lands in County of Stafford; Extension of Time for Compulsory Purchase of Lands at Euston; Extension of Time for Sale of Superfluous Lands of Company and of Company and Midland Railway Company; Further Powers and Agreements with Board of Trade, Crown, and others as to Lands at Holyhead Old Harbour; Application of Funds by Company, Great Western Railway Company, and Shropshire Union Railways and Canal Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London and North-Western Railway Company (hereinafter called "the Company") for an Act for the following purposes or some of them (that is to say):—

[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].

To empower the Company to acquire by compulsion or agreement, and to hold for the purpose of extending their stations, sidings, warehouses, coal wharves, depôts, and other accommodation for mineral goods and cattle traffic, and for other purposes connected with their Undertaking the lands (in which term houses and buildings are included) hereinafter described or referred to, or some of them, and to execute the works and exercise the powers hereinafter mentioned (that is to say):—

In the county of Middlesex.

Certain lands in the parish of Harrow Weald, lying on the west side of and adjoining the Company's Stanmore Branch Railway and on the south side of and adjoining Kenton-lane.

In the county of Buckingham.

Certain lands in the parish of Water Eaton and in the parish of Bletchley, in the urban district of Penny Stratford, lying on the east side of and adjoining the Company's London and Birmingham Railway and extending for a distance of 630 yards or thereabouts southward from the road from Water Eaton to Bletchley.

In the county of Warwick.

Certain lands in the parish of Nuneaton, in the urban district of Nuneaton and Chilvers Coton, lying on the east side of and adjoining the Company's Trent Valley Railway and between points respectively 250 yards or thereabouts and 650 yards or thereabouts northward of Griff-lane.

Certain lands in the parish of Nuneaton, in the urban district of Nuneaton and Chilvers Coton, lying on the north-east side of the Company's Trent Valley Railway at and near Nuneaton Station, and between and adjoining the said railway, the Midland Railway, and Weddington-road.

Certain other lands in the same parish and urban district, lying on the northern side of and adjoining the Company's South Leicestershire Railway, and between points respectively 300 yards or thereabouts and 750 yards or thereabouts measured along the said railway in a south-easterly direction from Oaston-road.

And to empower the Company in the same parish and urban district—

(a) To make an additional archway or opening under Leicester-road, on the east side of and adjoining the existing archway by which the Company's Trent Valley Railway passes under the said road.

(b) To extend for a distance of 12 yards or thereabouts in an easterly direction the footpath subway which passes under the Company's railway at Oaston-road, and to alter and divert the eastern approach to the said subway, and to stop up so much of the said road as extends for a distance of 11 yards or thereabouts from the said railway.

In the county of Leicester.

Certain lands in the parish and borough of Loughborough, lying on the south side of and adjoining the Charnwood Forest Railway at and near Loughborough Station.

In the county of Worcester.

Certain lands in the parish and rural district of Yardley, lying on the south side of and adjoining the Company's London and Birmingham Railway and between points respectively 125 yards or thereabouts and 480 yards or thereabouts east of the bridge carrying the public road over the said railway at Stechford Station.

In the county of Stafford.

Certain lands in the parish of Colton, lying on the north-east side of and adjoining the Company's Trent Valley Railway, and between points respectively 100 yards or thereabouts and 650 yards or thereabouts north-west of Rugeley Station.

Certain lands in the parish of Sedgley, in the urban district of Coseley, lying on both sides of and adjoining the Company's Stour Valley Railway, and extending for a distance of 300 yards or thereabouts north-westward from the bridge carrying the said railway over the Birmingham Canal at the Bloomfield Basins.

In the county of Chester.

Certain lands in the parish of Blakenhall, in the rural parish of Nantwich, lying on the south-west side of and adjoining the Company's Grand Junction Railway, and on the south side of and adjoining the road leading from Betley-road Station to Blakenhall.

Certain lands in the parish of Warmingham, in the rural district of Nantwich, lying on the west side of and adjoining the Company's Grand Junction Railway, and between points respectively 775 yards or thereabouts and 1,225 yards or thereabouts north of the bridge carrying Parkers-road over that railway.

In the county of Lancaster.

Certain lands in the parish of Garston, in the city and county borough of Liverpool, lying on the south and east sides of and adjoining the Company's Garston Dock Branch Railway, and property at and near Church Road Station, and on the west side of and adjoining Church-road, including the site and soil of so much of Railway-street as extends for a distance of 5 yards or thereabouts from its western extremity, and to empower the Company to stop up the said portion of Railway-street, and to extend for distances of 10 yards or thereabouts on each side thereof the bridge carrying the Company's railways over Church-road.

Also certain other lands in the same parish, city, and county borough lying on the south-east side of and adjoining King-street opposite its junction with Blackburne-street, and forming part of the works of the Garston Tanning Company, together with the site and soil of so much of King-street as extends for a distance of 30 yards or thereabouts from its southern extremity, and to empower the Company to stop up the said portion of King-street.

Certain lands in the parish and urban district

of Newton-in-Makerfield, lying on the south-east side of and adjoining the Company's Liverpool and Manchester Railway at the north-eastern end of the Earlestown Junction Station on that railway.

Certain lands in the parish of Barton, lying on the east side of and adjoining the Company's Lancaster and Carlisle Railway, and between the viaduct over Barton Brook and the Barton and Broughton Station.

Also certain other lands in the same parish, lying on the east side of and adjoining the said railway at the said station.

Certain lands in the parish of Poulton Bare and Torrisholme and borough of Morecambe, lying on the north side of and adjoining the Company's Morecambe Branch, and between Bare-lane Station and a point 220 yards or thereabouts east of the bridge carrying Lancaster-road, Morecambe, over the said railway.

Certain other lands in the same parish and borough, lying on the south side of and adjoining the public road known as South-road, which passes along the south side of the said Morecambe Branch and between points respectively 700 yards or thereabouts and 900 yards or thereabouts west of Bare-lane Station, and to empower the Company to make a bridge over the said public road and the said branch at a point 770 yards or thereabouts west of the said station.

Certain lands in the parish and urban district of Carnforth, lying on the west side of and adjoining the Company's Lancaster and Carlisle Railway at and near Carnforth Station.

To empower the Company in connection with the Wilmslow and Levenshulme Railway, authorized by the London and North Western Railway (New Railways) Act, 1899, and now in course of construction, to exercise the powers following in the parish of Stockport Etchells, in the urban district of Cheadle and Gatley, in the county of Chester (that is to say):—

(a) In lieu of constructing the bridge for carrying the footpath mentioned in paragraph A (1) of sub-section (8) of section 18 of the said Act over the said railway to divert the said footpath along the eastern side of the said railway to Finney-lane.

(b) In lieu of constructing the bridge for carrying the footpath mentioned in paragraph B (2) of sub-section (8) of section 18 of the said Act over the said railway, to divert the said footpath along the western side of the said railway to Gatley-road.

To empower the Company and the Great Western Railway Company (hereinafter called "the two Companies") or either of them to execute the following works in the parish and urban district of Brynmawr in the county of Brecon (that is to say):—

To extend for a distance of 8 yards or thereabouts in a southerly direction each of the bridges carrying the Company's Merthyr Tredegar and Abergavenny Railway over the two roads immediately west of Brynmawr Station.

And to empower the two Companies or either of them to acquire by compulsion or agreement, and to hold lands or easements over or interests in lands for the purposes aforesaid

To empower the Shropshire Union Railways and Canal Company to acquire by compulsion or agreement, and to hold for the general purposes of their Undertaking—

Certain lands at Etruria in the parish and county borough of Hanley, in the county of Stafford, lying on the north-east side of and adjoining Etruria Vale, Hanley, between points respectively 22 yards or thereabouts and 72 yards or there-

abouts north-west of the junction of that street and Sun-street.

Also certain other lands in the same parish and county borough, lying on the south-west side of and adjoining Etruria Vale, opposite the lands lastly hereinbefore described, and extending from Etruria Vale to the Caldon Canal, and known as the Shropshire Union Company's Wharf.

To authorize the purchase and acquisition of a part only of or of an easement in, over, or under any property which may be required to be taken for the purposes of or in exercise of the powers of the intended Act without the Company purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages or portions thereof in the Company.

To authorize the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and electric wires, and apparatus within or adjoining to the parishes, areas, and places in this Notice mentioned which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To authorize 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 to such an extent as may be authorized by the intended Act.

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways to be constructed or altered under the authority of the intended Act by the same persons and by the same means as other roads, streets, footpaths or highways in the parishes or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act.

To extend the time now limited by the London and North Western Railway Act, 1900, for the compulsory purchase of certain portions of the lands in the parish and metropolitan borough of Saint Pancras, in the county of London, which were by that Act authorized to be acquired by the Company (namely):—

The lands in the said parish bounded by Drummond-street, Seymour-street, the road on the north-west side of Euston-square and Melton-street, the lands in the same parish lying on the north-west side of and adjoining Drummond-street, and on the south-west side of and adjoining Seymour-street at the junction of those streets and the lands in the same parish lying on the south-west side of and adjoining Melton-street, and on the south-east side of and adjoining Drummond-street at the junction of those streets.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their Undertaking, and to the Company jointly with the Midland Railway Company in connection with the Market Harborough

Joint Station, and to confer upon the said Companies further powers with reference to the retention, sale, or disposition of such lands, and to repeal, alter, amend, and extend with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To authorize and empower the Company to purchase and acquire by agreement any lands or lands covered with water at or adjoining Holyhead Old Harbour belonging to the Crown or to the Board of Trade, or any other Government Department, or any other body or person, and to extend and make applicable to any lands so purchased all or some of the provisions of the several Acts relating to the said harbour, with or without variation or modification, and to empower the Company to hold and use any such lands as part of and for the purposes of their Undertaking, and for improving and enlarging the accommodation at and in connection with the Holyhead Old Harbour, and to authorize agreements with reference to the matters aforesaid, and to confirm or give effect to any agreement with reference thereto which may have been or may be made prior to the passing of the intended Act.

To empower the Company for the purposes of affording a supply of gas under and for the purposes of section 49 of the London and North Western Railway Act, 1880, to exercise within the county borough of Crewe, in the county of Chester, all or some of the powers usually conferred upon or exercised by gas companies with respect to the breaking up of streets and laying of pipes, and for that purpose to incorporate with the intended Act and extend and make applicable to the Company and to their existing gas works and Undertaking at Crewe, with or without variation or modification, all or some of the provisions of the Gasworks Clauses Act, 1847, with respect to the breaking up of streets for the purpose of laying pipes, and, if thought fit, to enact that the said provisions shall be deemed to have been incorporated with the said Act of 1880.

To empower the Company to apply to all or any of the purposes of the intended Act any capital or funds belonging to them.

To empower the Great Western Railway Company and the Shropshire Union Railways and Canal Company respectively to apply to all or any of the purposes of the intended Act in which they are respectively interested any capital or funds belonging to them.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act and to confer, vary, and extinguish other rights and privileges.

For the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned or referred to, and of the local and personal Acts following or some of them (that is to say):—

The Act 9 and 10 Vict., cap. 204, and all other Acts relating to the Company.

The Act 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company.

The Act 9 and 10 Vict., cap. 322, and all other Acts relating to the Shropshire Union Railways and Canal Company.

The Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

And notice is also hereby given, that on or before the 29th day of November instant, 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):—As relates to the lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Guildhall, Westminster. As relates to the lands in the county of Buckingham, with the Clerk of the Peace for that county, at his office at Aylesbury. As relates to the works and lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Leamington. As relates to the lands in the county of Leicester, with the Clerk of the Peace for that county, at his office at Leicester. As relates to the lands in the county of Worcester, with the Clerk of the Peace for that county, at his office at Worcester. As relates to the lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford. As relates to the lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester. As relates to the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; and as relates to the works in the county of Brecon, with the Clerk of the Peace for that county, at his office at Brecon.

And 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 intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London Gazette, will on or before the said 29th day of November be deposited as follows (that is to say):—

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 of such rural district at his office.

Any parish named in this Notice which is not also a county or other borough or urban district, or 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 will, if made with the Chairman of the Parish Council be made at his residence.

And notice is hereby further given, that on or before the 20th 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 10th day of November, 1902.

C. H. MASON, Euston Station and 35, Parliament-street, Westminster, Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster; Parliamentary Agents.

In Parliament—Session 1903.

MARKET DRAYTON GAS.

(Dissolution, Re-incorporation, and Change of Name of the Market Drayton Gas Light and Coke Company, Limited; Power to supply Gas in such part of the Parish of Market Drayton, otherwise Drayton-in-Hales, as is in the County of Salop, and lies to the West of the Shropshire Union Canal; to maintain and continue existing Gasworks and Works connected therewith; Acquisition by Agreement, and if necessary by Compulsion, of additional Land, and construction of new Gasworks; Manufacture, &c., of Gas and Residual Products, &c., and Meters, Fittings, &c.; Supply of Gas in Bulk; Patent Rights; Power to break up and interfere with Streets, &c.; Lands by Agreement, &c.; Rates, Rents, and Charges; Capital; Provisions regulating the supply of Gas generally, and for Gas Engines, &c.; Agreements with Local Authorities and Others; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Market Drayton Gas Light and Coke Company, Limited (hereinafter called the "Limited Company"), for leave to bring in a Bill (hereinafter called "the Bill") 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 they are now acting, and to provide for their winding-up and re-incorporation as a new Company (hereinafter called "the Company"), including the proprietors of the Limited Company, or some of them, with or without other persons or corporations, and to change the name of the Company.

2. To confer on the Company all necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes, within such part of the parish of Market Drayton, otherwise Drayton-in-Hales, as is in the county of Salop, and lies to the west of the Shropshire Union Canal, which area is hereinafter called "the limits of supply."

3. To vest in the Company all the undertaking, works, lands, buildings, property, stock, plant, mains, pipes, apparatus, effects, interests, rights, powers, privileges, easements, leases, licenses, contracts, moneys, securities, credits, and liabilities, of what nature or kind 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 such lands and other property.

4. To empower the Company to purchase or acquire by agreement, and if need be by compulsion, and to hold and use for the purposes of the Bill, and of their undertaking, all or some of the following lands, or such estate or interest in such lands, or some of them, as may not already be vested in or be held in trust for the Limited Company (that is to say):—

(a) A piece of land containing 2 roods 9 poles, or thereabouts, forming part of the Raven Meadow belonging, or reputed to belong, to Ida Grosvenor Wilson, bounded on the north by the existing

works of the Company; on the north-east by other part of the said Raven Meadow; on the south-east by the footpath leading through the said Raven Meadow to Tern Mill; on the south by other part of the said Raven Meadow; and on the west by the River Tern.

The said lands are wholly situate in the parish of Market Drayton, otherwise Drayton-in-Hales, in the county of Salop.

5. To enable the Company in and upon the lands (b) hereinafter described, to maintain and continue the existing gasworks and works connected therewith, and on such lands and on the lands (a) hereinbefore described, or some part thereof, to construct, erect, and maintain, alter, enlarge, extend, improve, and renew, or discontinue gasworks and works for the conversion, manufacture, utilisation, and distribution of materials used in and about the manufacture of gas, and of residual and manufactured products, matters, and things, and to manufacture, produce, store, supply, and sell gas, and to manufacture, store, convert, utilise, buy, sell, and dispose of coke, coal, patent fuels, tar, lime, pitch, asphaltum, ammoniacal liquor, oil, and all other residual and manufactured products, matters, and things.

6. The lands now used by the Limited Company for the manufacture and storage of gas, and the manufacture and conversion and storage of residual and manufactured products are the following (that is to say):—

(b) Certain lands, houses, and buildings belonging, or reputed to belong, to the Limited Company, situate wholly in the parish of Market Drayton, otherwise Drayton-in-Hales, in the county of Salop, containing 2 roods 20 poles, or thereabouts; bounded on the north in part by land belonging, or reputed to belong, to the Market Drayton Electric Light and Power Company Limited, and in part by land belonging, or reputed to belong, to John Henry Onions; on the south-east and south by land belonging, or reputed to belong, to the said Ida Grosvenor Wilson, being the Raven Meadow aforesaid, and on the west by the River Tern.

7. To enable the Company to manufacture, purchase, or hire and supply gas-meters, fittings, engines, stoves, and cooking, electric or other apparatus, and also to manufacture, purchase, let, or deal in and contract for doing work in connection with fittings, tubes, meters, pipes, apparatus, stoves, ranges, and apparatus for heating, and also engines and machines for the production of electric and motive power for domestic, agricultural, manufacturing, and other purposes, by means of gas, and all articles and things in any way connected with gasworks, or with the supply of gas.

8. To authorise the Company to acquire, hold, use, and enjoy patent rights and licenses in relation to the manufacture or distribution of gas and the utilisation of the residual products obtainable therefrom or the production by any means of artificial light.

9. To authorise the Company to maintain and use, and from time to time alter 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 the general purposes of the Bill, to cross, open, break up, divert, stop up, or otherwise interfere with railways, tramways, streets, roads, and footways, whether dedicated to public use or

not, lands, sewers, drains, pipes, electric, telegraphic, telephonic, hydraulic, or other apparatus, rivers, canals, bridges, navigations, streams, watercourses, and passages, or other place within the limits of supply.

10. To authorise the Company to levy and recover rates, rents, and charges, either uniform or differential, 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 to recover rates, rents, and charges due and owing to the Limited Company at the date of its re-incorporation into the Company, and, if need be, to alter existing rates and charges and to allow discounts, 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.

11. To authorise the Company to purchase, take on lease, or otherwise acquire by agreement, and to hold and to sell, let, lease, and dispose of lands, houses, buildings, and easements in lands.

12. To make or provide for the making of provisions for the protection of the works of the Company, and for preventing the waste and misuse of gas, for rendering it obligatory on consumers of gas for gas engines to provide anti-fluctuators or other like machines or apparatus for controlling and causing the regularity of the use of gas for such engines, and for defining and regulating the supply of gas by the Company, and of notices to them to discontinue a supply, and for their representation in proceedings in bankruptcy, and to enable them to erect dwellings, houses, &c., for their workmen.

13. To make all necessary provisions with respect to the capital, shares, and borrowing powers of the Limited Company, and to provide for the vesting and apportionment of such capital and shares or of new shares or stock instead thereof among the shareholders of the Company, and for the issue to the holders of 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, and by borrowing on mortgage, or by the creation and issue of debenture stock, or by any of such means.

14. 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 or borough council, urban district council, parish council, or other local authority, highway board, or surveyors of highways, railways, or other companies, 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.

15. To vary or extinguish all or any rights and privileges which would interfere with the purposes of the Bill, and to confer other rights and privileges, and to incorporate therewith, and extend and apply as well to the mains, pipes, and works of the Limited Company laid down or constructed before the passing of the Bill as to all mains, pipes, and works, which may be laid down or constructed under the authority of the Bill, the powers and provisions of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871; also to incorporate all or some of the provisions of the Companies

Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, and the Companies Clauses Act, 1869, and the Lands Clauses Acts, and as far as may be necessary or expedient to alter, amend, repeal, or extend all or some of the provisions of those Acts or any of them.

16. Plans of the lands and property intended to be taken under the powers of the Bill, together with a book of reference thereto, and a copy of this Notice as published in the London Gazette will, on or before the 29th day of November, 1902, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, and with the clerk of the Parish Council of the said parish of Market Drayton, otherwise Drayton-in-Hales, at his residence.

Printed copies of the Bill will, on or before the 20th day of December, 1902, be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1902.

J. H. ONIONS and SON, Market Drayton,
Solicitors for the Bill.

WYATT and Co., 24, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

FAVERSHAM GAS.

(Conversion and Consolidation of existing Capital and consequential Provisions; Additional Capital; Reduction or Alteration of Illuminating Power and Alteration of prescribed Burner and of Standard Price for Gas; Alteration of Sliding Scale, Standard Rates of Dividend; the Repeal or Amendment of the Faversham Gas Act, 1889, particularly Sections 25, 61, 63, and 65; Purchase by Agreement of Additional Lands; Powers for the Manufacture and Storage of Gas and Residual Products on Lands already acquired; Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Faversham Gas Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the following purposes, or some of them, that is to say:—

To convert and consolidate or provide for the conversion and consolidation of the existing capital of the Company into one or more class or classes of stock, and to fix and prescribe the amount of dividend to which such consolidated stock or any class thereof shall be entitled, and to alter, define, and regulate the capital of the Company and the rights of the holders thereof, and to authorise the Company to exercise any unexercised power of raising capital by the issue of consolidated or converted shares or stock.

To provide for the calling in, surrender, and cancellation of the certificates issued for the existing capital of the Company, and for the issue in lieu thereof of new certificates of the consolidated capital.

To authorise the Company for the purposes aforesaid to increase the nominal amount of their capital.

To empower the Company to raise further money or capital by the creation and issue of new shares or stock, and by borrowing on mortgage or by debenture stock, or partly in one mode and partly in the other, and in such proportions as may be prescribed or authorised

by the Bill, and to attach to such new shares, mortgages, or stock such rate of dividend or interest, and such preference or priority in the payment of dividend or interest, and such other rights, privileges, and conditions as may be prescribed or authorised as aforesaid, and to empower the Company to apply to their undertaking and other purposes of the Bill, the moneys proposed to be raised as aforesaid, and any other capital or moneys in their possession or control.

To reduce or alter, or make provision for the reduction or alteration, and the variation from time to time of the illuminating power of gas to be supplied by the Company and of the prescribed burner, and of the standard prices of four shillings and four shillings and sixpence, to be charged therefor, and to vary and prescribe the standard rates of dividend payable by the Company, on their several classes of stock, and to provide for the decrease or increase of such standard rates of dividend respectively, in correspondence with the increase or decrease from time to time of the price charged by the Company, for gas to be supplied by them above or below the standard price to be fixed by the Bill, and to repeal or vary the provisions, or some of the provisions, relating to illuminating power, standard price, and standard rates of dividend of the Faversham Gas Act, 1889, and particularly of sections 25, 61, 63 and 65 of that Act.

To empower the Company to purchase by agreement and hold and to take on lease such additional lands as they may require from time to time for the purposes of their undertaking.

To empower the Company on the lands hereinafter described, viz. :—

(a) Certain lands, in the parish of Faversham in the county of Kent, containing about 1 rood 2 perches, belonging to the Company which were conveyed to them by indenture dated 25th October, 1897, between Henry John Cornelius and William Herbert Swan of the one part and the Company of the other part, in which indenture the said lands are described as all that piece or parcel of land or ground commonly called or known by the name of the Ordnance Wharf, situate, lying and being in Faversham aforesaid, abutting on the north-west to a road or way leading from West Street in the said town of Faversham, to Davington, in the said county of Kent, and on all other sides to the Faversham Creek, together with so much of the bridge or bridges and road lying on the north-west side thereof as was in and by certain indentures of the 28th and 29th October, 1828, sold and conveyed with the said wharf by the principal officers of his then Majesty's Ordnance, to Samuel Shepherd.

(b) Certain lands in that part of the parish of Preston next Faversham which is now known as North Preston Without, in the county of Kent, belonging to the Company which were conveyed to them by an indenture dated 30th November, 1899, between the Dean and Chapter of the Cathedral, and Metropolitan Church of Christ, Canterbury, of the first part, the Ecclesiastical Commissioners for England of the second part, and the Faversham Gas Company of the third part, in which indenture the said lands are described as all that piece of land containing by admeasurement 4 acres and 2 roods or thereabouts, situate on

the Creek in the parish of Preston, next Faversham, in the county of Kent, and being parts of Nos. 29 and 31 on the map for the year 1897 of the Ordnance Survey for the said parish being Nos. 39, 40, 41, and 70 respectively on the Tithe Map for the said parish, and which said piece of land is (with other hereditaments) now, or was late in the occupation of Mr. George William Finn and the Executors of the late Isaac Wildash,

or on some part or parts thereof respectively, to construct and maintain, and from time to time alter, improve, enlarge, extend, and renew or discontinue gasworks and works, machinery, apparatus and appliances for or in relation to the manufacture, storage, distribution, and utilization of gas and carburine and residual products, and to manufacture and store and supply gas, and to store, convert, and manufacture materials, carburine, ammoniacal and residual products arising in the manufacture of gas and residual products, and to manufacture, purchase, sell, and deal in coke, tar, pitch, asphaltum, oil, lime, ammoniacal liquor and other materials used in or resulting from the manufacture of gas and such residual products, and also to enable the Company to exercise in respect of the said lands or any of them, and the manufacture and supply of the things and matters aforesaid, all or some of the powers and provisions of the Faversham Gas Act, 1889, and all or any other Act or Acts relating to the Company as altered, amended, and enlarged by the Bill.

To authorize the Company when raising additional capital to sell stock at a discount, and to enable the Company to refuse to supply persons in debt to the Company in respect of other premises, and to confer, vary, or extinguish exemptions from the payment of rates, rents and charges for the supply of gas, and to allow discounts or rebates to consumers.

To vary or extinguish any rights or privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To incorporate with and to extend to the purposes of the Bill, so far as the same are or may be made applicable, and except so far as the same may be varied thereby, all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; and the Gasworks Clauses Acts, 1847 and 1871; and to confer upon the Company all such other powers, rights, and privileges as may be necessary or expedient for the purposes of their undertaking respectively, and for carrying into effect the objects of the Bill.

To amend, extend, or repeal, so far as may be necessary for the purposes of the Bill, the Faversham Gas Act, 1889, particularly sections 25, 61, 63, and 65, and any other Act relating to the Company.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December, 1902.

Dated the 15th day of November, 1902.

TASSELL and SON, Faversham, Solicitors for the Bill.

WYATT and CO., 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

LEIGH CORPORATION.

(Alteration and Repeal of South Lancashire Waterworks Act, 1871, and Leigh and Hindley Local Boards (Water) Act, 1876; Dissolution of Water Joint Committee of the Leigh and Hindley Local Boards; Vesting of Reservoirs and Works of said Committee in Leigh Corporation and Hindley Urban District Council; Supply of Water in bulk to said Corporation and District Council by Liverpool Corporation; Confirmation, Variation and Abrogation of Agreements; Provision as to Moneys borrowed under said Act of 1876; Power to said Corporation and said District Council to supply Water: Limits of Supply; New Reservoir and Works; Breaking up Streets and Roads; Rates and Charges; Supply of Water by Measure; Bye-laws for preventing Waste, &c.; Power to make and maintain Tramways; Gauge; Motive Power; Openings in Streets, &c.; Agreements with respect to running over and use of Tramways, and Supply of Electric Energy; Temporary Tramways; Power to work Tramways and and take Tolls and Charges; Purchase of Authorized Tramways; Crossings, Passing Places, &c.; Bye-laws as to Tramways; Alteration or Repeal of South Lancashire Tramways Act, 1900; Power to run Omnibuses; Street Widening and Works; Erection of Town Hall and Municipal Buildings; Purchase and Appropriation of Lands; Superfluous Lands; Exemption from section 92 of Lands Clauses Consolidation Act, 1845; Compensation for Lands purchased; Provisions as to Public and Private Streets; Sanitary Provisions, Conversion of Privies, &c., into Water Closets; Prevention of Infectious Diseases; Ice Cream; Tuberculosis in Cattle; Provisions as to control of Common Lodging Houses and the Keepers thereof; as to Markets and Fairs; Gas Supply to houses in Private Streets; Further Provisions as to Electric Lighting Undertaking; Police Provisions; Processions in Streets; Fire Brigade; Recreation Grounds; Vesting in Corporation of Public Rights in Commons; Extension of Public Libraries Rate; Establishment of Thrift and Fire Insurance Funds; Bye-laws; Additional Rates; Borrowing of Money; Issue of Stock; Sinking and Reserve Funds and other Financial Provisions; Dissolution of Joint Burial Committee of Corporation and Parish Council of Astley; Vesting Cemetery in Corporation; Management of Cemetery; Transfer of Debts; Contribution from Parish of Astley; Compensation to Officers; Alteration, Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the borough of Leigh (hereinafter referred to as "the Borough"), in the county of Lancaster, as the municipal and sanitary authority for the borough (in both of which characters they are hereinafter included under the expression "the Corporation"), 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 alter, amend or repeal the South Lancashire Waterworks Act, 1871, and the Leigh and Hindley Local Boards (Water) Act, 1876; to dissolve the Water Joint Committee of the Leigh and Hindley Local Boards constituted by the said Act; to vest the reservoirs,

waterworks, lands, buildings, machinery, estate and property, real and personal, of the said Joint Committee in the Corporation and the Urban District Council of Hindley, in the county of Lancaster (hereinafter referred to as "the said District Council"), in the proportions, and subject to the rights, obligations, and conditions set out and contained in an award dated the 4th day of November, 1902, and made by Joseph Parry of Liverpool, Civil Engineer, in the matter of an arbitration between the Corporation and the said District Council, and to confirm, vary, amend, or abrogate the said award.

2. To enable the Corporation and the said District Council, or either of them, to take from the Mayor, Aldermen, and Citizens of the city of Liverpool (hereinafter referred to as the "Corporation of Liverpool"), or any other authority, company, body, or person a supply of water in bulk, and to enable the Corporation of Liverpool, notwithstanding anything contained in the Liverpool Corporation Waterworks and Improvement Act, 1887, to provide a supply of water in bulk for that purpose; to confirm, vary, amend, or abrogate an agreement dated the first day of October, 1893, and made between the Corporation of Liverpool and the Leigh and Hindley Local Boards and the said Joint Committee for the supply of water in bulk to the said local boards; to confirm further or supplemental agreements made between the Corporation of Liverpool and the Corporation and the said District Council, or either of them, for the purposes aforesaid; and to vary, amend and confirm any existing agreements, grants, and conveyances made between the said joint committee and any corporation, company, body, or person under the provisions of the Leigh and Hindley Local Boards (Water) Act, 1876, with respect to lands, way leaves, and easements.

3. To provide that all moneys borrowed by the Corporation and by their predecessors, the Urban District Council of Leigh and the Leigh Local Board, and by the said District Council and their predecessors, the Hindley Local Board, or by either of them, for the purposes of supplying water within their respective districts, shall be deemed to be moneys borrowed under and in accordance with the provisions of the Leigh and Hindley Local Boards (Water) Act, 1876.

4. To provide that the borrowing powers conferred on the Leigh Local Board and the Hindley Local Board by the Leigh and Hindley Local Boards (Water) Act, 1876, so far as the same have not been exercised, shall be conferred on the Corporation and the said District Council respectively, for the purposes of their respective Water Undertakings.

5. To authorize the Corporation to supply water for domestic and other purposes within the borough and parish of Leigh, and for that purpose to execute and maintain wholly within the county of Lancaster, all or some of the works hereinafter described; and further to make, provide, lay down, and maintain all such cuts, channels, catchwaters, tunnels, adits, pipes, conduits, culverts, drains, sluices, by-washes, shafts, wells, water towers, overflows, waste water channels, gauges, filter beds, tanks, banks, walls, bridges, embankments, piers, apparatus, engines, machinery, pumps, meters, valves, and appliances as may be necessary or convenient in connection with, or subsidiary to, the said works or any or either of them. The proposed works are the following (that is to say):—

(i) A service tank or reservoir wholly situate

in the urban district and parish of Westhoughton, adjoining and on the east side of the existing Leigh Reservoir of the said Joint Committee and situate partly on land belonging to, and in the occupation of, the said Joint Committee, and partly on land belonging, or reputed to belong, to the Ecclesiastical Commissioners and Harry Thompson Jones, and in the occupation of George Hunt.

(ii) A conduit or line of pipes wholly situate in the urban districts and parishes of Aspull and Westhoughton, commencing in the said urban district and parish of Aspull in the Rivington Aqueduct of the Liverpool Corporation at a point of 31 chains or thereabouts measured in a southerly direction from the Aspull Reservoir of the Liverpool Corporation, and terminating in the said urban district and parish of Westhoughton aforesaid in the said Leigh Reservoir at the north-east corner thereof.

(iii) A conduit or line of pipes wholly situate in the said urban district and parish of Westhoughton and the borough commencing in the said urban district and parish of Westhoughton, in the said Leigh Reservoir on the south side thereof, and terminating in the borough by a junction with an existing water main of the Corporation in Railway-road at the junction of that road with King-street.

6. To empower the Corporation to deviate laterally and vertically from the lines and levels of the said intended works, shown on the deposited plans and sections hereinafter mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Bill.

7. To authorize the Corporation for the purpose of constructing and maintaining the said works of water supply, or any of them, to break up, alter, widen, narrow, divert, stop up, either temporarily or permanently, and interfere with streets, roads, highways, footpaths, water-courses, sewers, drains, junctions, mains, pipes, telephones and apparatus within the borough, townships, parishes, districts, and county aforesaid, or in the district of any authority named in this Notice.

8. To provide that the limits of the intended Act for the purpose of water supply shall be the borough.

9. To fix a scale of maximum charges which the Corporation may make for the supply of water for domestic or other purposes according to the rateable value of the premises supplied, and, further, to fix a maximum rate for the supply by the Corporation of water by measure, and the maximum charges to be made by the Corporation for a supply of water to water-closets and baths, and to provide that the owner instead of the occupier shall be liable to pay the rate for the supply by the Corporation of water to houses let to monthly or weekly tenants or tenants holding for any period less than a quarter of a year.

10. To provide that the Corporation shall not be bound to supply with water otherwise than by measure any building used by the occupier as a dwelling house, whereof any part is used by the same occupier for any trade or manufacturing purpose for which water is required; that the Corporation shall not be bound to supply water to more than one house by means of the same communication pipe, and that notice for the discontinuance of the supply of water shall be in writing.

11. To provide that the Corporation may make bye-laws for preventing the waste, undue consumption, misuse or contamination of water

and for prescribing the size, nature and strength and the mode of arrangement, connection, disconnection, alteration and repair of pipes, meters, cocks, ferrules, valves, soil pans, water-closets, baths, cisterns, and other water fittings; and forbidding the use of any water fittings which may allow or tend to waste, undue consumption, misuse, erroneous measurement, or contamination, and providing penalties for the breach of such bye-laws.

12. To provide that the water to be supplied from any pipe by the Corporation need not be constantly laid on under a pressure greater than that to be afforded from the reservoir, or source whereby such pipe is supplied.

13. To provide that monies payable to the Corporation for the supply of water for other than domestic purposes shall be recoverable in the same manner as water rates for domestic purposes; to authorize the Corporation to sell or let for hire any water fittings, meters, cisterns, baths, soil pans, water-closets, and apparatus; and to provide that persons injuring meters and water fittings belonging to the Corporation, or unlawfully abstracting or using water of the Corporation, shall be liable to a penalty.

14. To authorize the Corporation to lay pipes in private streets.

15. To authorize the Corporation to enter into agreements with any local authority, company, or person for the supply of water beyond the limits of the intended Act, upon such terms as may be agreed upon.

16. To authorize the Corporation, their agents and workmen to enter premises supplied by the Corporation with water for the purpose of inspecting the water fittings therein, and for the purpose of cutting off the water supply where premises are unoccupied.

17. To confer upon the Corporation all other necessary powers and provisions to enable them to provide and maintain a sufficient water supply within the borough, and to allow discounts in respect of the punctual payment of water charges.

18. To provide that all the foregoing provisions (with the exception of those provisions relating to the execution of new works) relating to the supply of water within the borough by the Corporation, shall extend to and be conferred on the said District Council for the purpose of the supply of water by them within the urban district of Hindley aforesaid; and to provide that the limits for the supply of water by the said District Council shall be the urban district of Hindley.

19. To enable the Corporation to form, lay down and maintain wholly within the borough of Leigh, in the county of Lancaster, all, or some of the tramways hereinafter described (and hereinafter described as "the proposed tramways") and for that purpose and for the purpose of any tramways over which they have running powers, to run, 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 (including in that word where used in this

Notice, roads, highways and thoroughfares) 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 intercept 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 will be situate wholly within the borough and parish of Leigh, and are the following (that is to say):—

Tramway No. 1.

(1 mile 1 furlong 5·21 chains in length, whereof 3 furlongs 3·36 chains will be single line, and 6 furlongs 1·85 chains will be double line) commencing in Bradshawgate at a point 1·21 chains, measured in an easterly direction, from the centre of Market-street at its junction with Bradshawgate, passing along Bradshawgate, Queen-street, Chapel-street, and Manchester-road, and terminating in the last-named road at the junction of such road with the east side of Green-lane.

Tramway No. 2.

(5 furlongs 7·25 chains in length, whereof 4 furlongs 4·10 chains will be single line) and 1 furlong 3·15 chains will be double line, commencing by a junction with Tramway No. 1 at its termination, passing along Manchester-road and terminating in the last-named road at the boundary between the borough and the township of Astley.

Tramway No. 3.

(1 mile 5 furlongs 4 chains in length, whereof 2 furlongs 3·15 chains will be single line, and 1 mile 3 furlongs 0·85 chain will be double line) commencing in Plank-lane at a point 0·88 chain, measured in an easterly direction, from the centre of the mineral railway belonging to Ackers, Whitley and Company Limited, where such railway crosses Plank-lane on the level, passing in an easterly direction along Plank-lane, Firs-lane, and Twist-lane, and terminating at the last-named lane at a point 1·17 chains, measured in a westerly direction, from the centre of King-street at its junction with Twist-lane.

Tramway No. 4.

(6 furlongs 5·57 chains in length, whereof 2 furlongs 7·09 chains will be single line, and 3 furlongs 8·48 chains will be double line) commencing in Westleigh-lane at the junction of the said lane with the centre of Nel Pan-lane, thence proceeding in a south-easterly and southerly and easterly direction along Westleigh-lane and Kirkhall-lane, and terminating in the last-named lane at a point 1·11 chains measured in a westerly direction from the centre of Leigh-road at its junction with Kirkhall-lane.

Tramway No. 5.

(Single line 1·50 chains in length) commencing in Market-street by a junction with Tramway No. 2 authorized by the South Lancashire Tramways Act, 1900, at a point in that tramway 0·51 chain measured in a northerly direction from the point of intersection of Railway-road and Market-street, passing into Bradshawgate, and terminating there by a junction with Tramway No. 1 at its commencement.

Tramway No. 6.

(Single line 1·51 chains in length) commencing in Kirkhall-lane by a junction with Tramway No. 4 at its termination, passing into Leigh-road, and terminating therein by a junction with Tramway No. 2 authorized by the South Lancashire Tramways Act, 1900, at

a point 0·53 chain measured in a southerly direction from the intersection of Kirkhall-lane and Leigh-road.

Tramway No. 7.

Single line (1·42 chains in length), commencing in Twist-lane by a junction with Tramway No. 3 at its termination, passing into King-street, and terminating therein by a junction with Tramway No. 2, authorized by the South Lancashire Tramways Act, 1900, at a point 0·55 chain measured in a northerly direction from the intersection of Twist-lane with King-street.

Tramway No. 8.

Single line (0·97 chain in length), commencing in King-street by a junction with Tramway No. 2, authorized by the South Lancashire Tramways Act, 1900, at a point 0·65 chain measured in a southerly direction from the centre of Bradshawgate at its junction with King-street, passing into Bradshawgate, and terminating therein by a junction with Tramway No. 5 at a point 0·45 chain measured in a westerly direction from the point of termination of Tramway No. 5.

Tramway No. 9.

Single line (1 chain in length), commencing in Twist-lane by a junction with Tramway No. 7 at a point 0·45 chain measured in an easterly direction from the point of commencement of Tramway No. 7, passing into King-street and terminating therein by a junction with Tramway No. 2, authorized by the South Lancashire Tramways Act 1900, at a point 0·76 chain measured in a southerly direction from the centre of Twist-lane at its junction with King-street.

20. All the proposed tramways will be constructed on a gauge of 4 feet 8½ inches, 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 then only at the places hereinafter described, that is to say:—

Tramway No. 1.

In Bradshawgate on both sides thereof: (a) from the commencement of the tramway to the centre of Silk-street at its junction with Bradshawgate; (b) from the centre of Charles-street, at its junction with Bradshawgate to the termination of Bradshawgate at its junction with Brown-street.

In Queen-street on both sides thereof for the whole of its length.

In Chapel-street on both sides thereof: (a) from the junction of Chapel-street with Queen-street to a point 0·22 chain, measured in a westerly direction from the centre of Duke-street, at its junction with Chapel-street; (b) between points respectively 2·24 chains, measured in a westerly direction, and 0·76 chain, measured in an easterly direction, from the centre of Mill-lane, at its junction with Chapel-street; (c) from a point 0·76 chain, measured in a westerly direction, from the centre of Miller-street, at its junction with Chapel-street, to the termination of Chapel-street at its junction with Manchester-road.

In Manchester-road on both sides thereof: (a) From the commencement of Manchester-road at its junction with Chapel-street, to a point 1·39 chains measured in a northerly direction from the centre of the bridge carrying Manchester-road over Bedford Brook; (b) from

a point 1.39 chains measured in a northerly direction from the centre of Buller-street at its junction with Manchester-road to the termination of the tramway.

Tramway No. 2.

In Manchester-road on the north side thereof for the whole of its length.

In Manchester-road on the south side thereof:

(a) From the commencement of the tramway to a point 3 chains measured in an easterly direction from the point of commencement; (b) from a point 1 furlong 7.39 chains measured in an easterly direction from the point of commencement to a point 3.55 chains measured further in an easterly direction; (c) from a point 2 furlongs 5.98 chains measured in an easterly direction from the point of commencement to a point 3.60 chains measured further in an easterly direction; (d) from a point 4 furlongs 5.68 chains measured in an easterly direction from the point of commencement to a point 3 chains measured further in an easterly direction.

Tramway No. 3.

In Plank-lane on both sides thereof from the commencement of the tramway to the point of termination of the said lane at its junction with Firs-lane.

In Firs-lane on both sides thereof: (a) from the point of commencement of Firs-lane at its junction with Plank-lane to the centre of Walter-street at its junction with Firs-lane; (b) from a point 0.76 chain measured in an easterly direction from the centre of Faith-street at its junction with Firs-lane to a point 0.30 chain measured in a westerly direction from the centre of Cunliffe-street at its junction with Firs-lane; (c) from a point 0.73 chain measured in a westerly direction from the centre of Co-operative-street at its junction with Firs-lane to the junction of Firs-lane with Twist-lane.

In Firs-lane on the south side thereof from a point 1.36 chains measured in an easterly direction from the centre of May-street at its junction with Firs-lane to a point 1.85 chains measured in a westerly direction from the centre of Faith-street at its junction with Firs-lane.

In Twist-lane on both sides thereof from the junction of Twist-lane with Firs-lane to the termination of the tramway.

Tramway No. 4.

In Westleigh-lane on both sides thereof: (a) from the commencement of the tramway to the centre of Isherwood-street at its junction with Westleigh-lane; (b) from a point 6.59 chains measured in a southerly direction from the centre of Isherwood-street at its junction with Westleigh-lane, to the junction of Westleigh-lane with Kirkhall-lane.

In Kirkhall-lane on both sides thereof: (a) from the junction of Kirkhall-lane with Westleigh-lane to a point 2.50 chains measured in a northerly direction from the centre of Unsworth-street at its junction with Kirkhall-lane; (b) from a point 0.33 chain measured in a northerly direction from the centre of Holt-street at its junction with Kirkhall-lane to the termination of the tramway.

Tramway No. 5.

In Market-street on the east side thereof from the commencement of the tramway to the junction of Market-street with Bradshawgate.

In Bradshawgate on both sides thereof from the junction of Bradshawgate with Market-street and King-street to the termination of the tramway.

Tramway No. 6.

In Kirkhall-lane on both sides thereof from,

the commencement of the tramway to the junction of Kirkhall-lane with Leigh-road.

In Leigh-road on the west side thereof, from its junction with Kirkhall-lane to the termination of the tramway.

Tramway No. 7.

In Twist-lane on both sides thereof, from the commencement of the tramway to the junction of Twist-lane with King-street.

In King-street on the west side thereof, from its junction with Twist-lane to the termination of the tramway.

Tramway No. 8.

In King-street on the east side thereof, from the commencement of the tramway to the junction of King-street with Bradshawgate.

In Bradshawgate on the south side thereof, from the junction of Bradshawgate with King-street to the termination of the tramway.

Tramway No. 9.

In Twist-lane on the south side thereof from the commencement of the tramway to the junction of Twist-lane with King-street.

In King-street, on the west side thereof from its junction with Twist-lane to the termination of the tramway.

21. The motive power to be used on the proposed tramways will be animal or mechanical power (including electricity or any other motive power not being animal power).

22. To empower the Corporation in connection with the proposed tramways, or with any tramways over which they may have running powers, to lay down, construct, and maintain on, in, under, or over the surface of any street, and to attach to any house or building such posts, brackets, conductors, wires, tubes, mains, plates, cables, ropes, appliances and apparatus, and to make and maintain such openings and ways on, in, or under any such surface as may be necessary or convenient either for the making of the proposed tramways, or exercising running powers over tramways on which the Corporation have running powers, or for providing access to or opening connections with any generating station or stations, engines, machinery or apparatus.

23. 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 with respect to the construction, maintenance, running over, and use of their respective tramways, or for the supply of electric energy for the purpose of the proposed tramways or for the exercising by the Corporation of running powers over any tramways on which they have such powers.

24. To authorize the Corporation for the purpose of constructing or re-constructing any tramway in any street to take up, remove, or dispose of, or if thought desirable to connect with any existing tramway in such street.

25. To empower the Corporation from time to time when by reason of the execution of any work in or the widening of any street in which any tramway, channel or electric line shall be laid or placed it is 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, substituted tramways, channels and electric lines.

26. 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 by any motive power hereinbefore mentioned, and having wheels adapted to

run on or in any edged, grooved or other rail on such tramways.

27. 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.

28. To empower the Corporation and their lessees to work and demand and take tolls, rates, and charges in respect of the use of the proposed tramways, and any tramways over which the Corporation for the time being may have running powers, 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 to provide the motive power, 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 hereinafter mentioned, and to sell, exchange or dispose of such of the beforementioned articles and things as may not be required.

29. To authorize the Corporation to purchase by agreement any authorized tramways within or without the borough of Leigh, which form continuations of the proposed tramways, or are or can be worked in connection therewith.

30. To authorize the Corporation to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice, and shown on the deposited plans hereinafter mentioned, as they find necessary or convenient for the efficient working of the proposed tramways, or for providing access to premises used for the purposes of the tramways.

31. To empower the Corporation, with the consent of the Board of Trade, to lay down double or interlacing lines in any street in which they have laid down, or are authorized to lay down, a single line of tramways, and in any street in which they have laid down or authorized to lay down double or interlacing lines of tramway, with the like consent to lay down in lieu thereof a single line of tramway.

32. To authorize the Corporation to supply from their existing electricity works electric current for the working of cars on the proposed tramways.

33. To enable the Corporation to make by-laws with regard to any of the proposed tramways.

34. To make all other provisions which may be necessary or convenient for all or any of the purposes of the constructing, maintaining, and working of the proposed tramways, or any of the works connected therewith.

35. To alter, amend, or repeal so much of the South Lancashire Tramways Act, 1900, as authorizes the construction within the borough by the South Lancashire Tramways Company of all or any portion of tramways No. 27, 27A, and 27B, or either of them by the said Act authorized.

36. To authorize the Corporation to provide, maintain, and run omnibuses and motor cars within the borough in connection with the proposed tramways, or any tramways over which the Corporation have running powers.

37. To empower the Corporation to make and

maintain the following street widenings and other works in the parish and borough of Leigh, in the county of Lancaster, together with all necessary and proper works, improvements, junctions, connections, bridges, and conveniences connected therewith or incidental thereto (that is to say):—

No. 1.—A widening of Bradshawgate on the north side between the east side of Back Market-street and the west side of Union-street.

No. 2.—A widening of Chapel-street on both sides between the north-east side of Queen-street and the west side of Earl-street.

No. 3.—A widening of Chapel-street and Manchester-road, on the north and north-western sides between a point 0·83 chains measured in an easterly direction from the centre of Warrington-road at its junction with Chapel-street, to a point 8·64 chains measured in a south-westerly direction from the centre of the bridge carrying Manchester-road over Bedford-brook.

No. 4.—A widening of Twist-lane on the south side between points respectively 1·51 chains measured in a westerly direction, and 1 chain measured in an easterly direction, from the centre of Gregory-street at its junction with Twist-lane.

No. 5.—A widening of Kirkhall-lane on the south side, between the east side of Gordon-street and a point 3·64 chains measured in a westerly direction from the centre of Leigh-road at its junction with Kirkhall-lane.

38. To empower the Corporation, for the purpose of the construction of the proposed tramways and street works, to deviate laterally and vertically from the lines and levels of the intended works shown on the deposited plans hereinafter mentioned to the extent shown on the said plans or to be defined in the Bill.

39. To authorize 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, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

40. To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by the said intended street works, and which houses and buildings may not be required to be taken for the purposes thereof.

41. To enable the Corporation to make in any street all such alterations in levels and width of roadway and footway as may be expedient for, or in connection with the said street works, and with the construction and reconstruction of the proposed tramways, and to cross over, under, or upon all such streets, highways, bridges, thoroughfares, railways, tramways, rivers, navigations, canals, streams, brooks, water-courses, sewers, drains, gas and water and other pipes, and telegraphic, telephonic, and electric apparatus as it may necessary or convenient to do, and to stop up, alter, direct, interfere with, or cross for any of the purposes of the said street works, and of constructing, maintaining; or working the tramways.

42. To authorize the Corporation, on lands to be acquired under the Bill, to erect a town hall, council house, justices' room, police station, cells, or lock-ups, or some or any of them, and any other building necessary or proper for any purpose of the borough, and to fit up and furnish the same.

43. To empower the Corporation for the purposes of the intended works and of the Bill

to purchase and take, by compulsion or agreement, lands, houses, buildings, and other property, and also any rights and easements in or over lands and other property, which may be required for the purpose of the said intended works; and to empower the Corporation to appropriate and use, for the purposes of the intended works, any lands belonging to or vested in them, and to make exchanges of land with other bodies and persons, and upon any such exchanges to pay or receive money for equality of exchange, and to empower the Corporation to hold and retain any lands acquired by them under the Bill and not required for the purposes of the intended works, and to erect buildings thereon, and to grant leases of such lands and buildings.

44. To authorize the Corporation to hold any lands which they may acquire under the authority of the intended Act freed from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands.

45. 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.

46. To provide that in estimating the amount of compensation or purchase money to be paid to any person for lands or easements acquired for any of the purposes of the Bill, the benefits accruing to such person for the widening or improvement of any street under the intended Act shall be set off against the said compensation or purchase money.

47. To make provisions with respect to public and private streets, present and future, and buildings, and especially with reference to the following matters:—The sanctioning and annulling of plans sanctioned but not proceeded with, the retention of plans, limits of streets, frontage line of streets, alteration of names of streets, varying direction or level of streets, the repair of streets and of cellar lights and openings into areas and cellars, the paving of yards, prohibition of closing entrances to courts and dwelling houses not to be erected in courts, elevation of houses on front land to be subject to approval of Corporation, definition of new buildings, crossings over footways, prohibition of cellars liable to floods, application of provisions of section 147 of Public Health Act, 1875, to all bridges, viaducts, &c., in the borough, extending provisions of sections 69 and 70 of the Towns Improvement Clauses Act, 1847, to cranes or apparatus for hoisting or loading goods to or from any building, the prevention of laying any building material or rubbish in or making any excavation in any street, that no buildings be allowed till streets defined, repair and enclosure of dangerous places, dangerous chimneys, the regulation of the height of chimneys, lopping trees overhanging streets, the appropriation and user of old materials existing in streets, the providing and maintaining of sluices in weirs by owners, and the regulation of the discharge of water from private reservoirs, dams, and weirs. To make provision for the control and regulation of sky-signs, hoardings, and advertisements, and to make regulations as to advertising vehicles, &c.

48. To make provisions for the conversion of pail closets, privies and like conveniences (other than water closets) within the borough into water closets or waste water closets or other closet accommodation on the water carriage system; to require new buildings and buildings without proper closet accommodation to be

provided with water closets or waste water closets as the Corporation may direct, and to empower the Corporation to make bye-laws prescribing the description or nature, size, material, position, and level of all closet or privy accommodation, and the apparatus and mode of flushing; and to prohibit the construction or use of any closet or privy accommodation not so prescribed, and to empower the Corporation, their contractors, servants, and workmen to enter all lands, houses, and buildings within the borough for the purpose of executing the works necessary for the conversion of pail closets, privies, and other similar conveniences into water, waste water, or other closet accommodation; to empower the Corporation to inspect closet and privy accommodation; and to charge for the removal of rubbish and other obstructive matter, and in other respects to make better provision for the removal or carrying away of human excreta and household slops and refuse, and to provide for the payment, apportionment, and recovery of the expenses.

49. To make better provision with regard to the health and sanitary condition of the borough, and particularly in regard to the following matters: To provide additional public conveniences and lavatories in or under any road or street; to secure the provision of urinals and closet accommodation to public houses and other places of public entertainment; the removal of trade refuse and materials from privies, pail closets, cesspools, ashpits, and ashtrays; to authorize the application of smoke and other tests to drains; to empower the Corporation to order houses to be drained by a combined operation, and to apportion expenses; to require alterations or reconstructions of drains to be made in accordance with bye-laws; to extend the provisions of the Public Health Act, 1875, as to nuisances, and to add to the nuisances as defined in such Act; as to separate sewer for surface water and sewage; as to filling up of cesspools, the provision of sinks, covering of ditches, and the prevention of obstructions in water-courses; the removal of rubbish from and cleansing of streams; the cleansing of cisterns, and the supply of water to houses, and the removal and alteration of urinals; to provide for the appointment of more than one inspector of nuisances; provisions as to the reconstruction of drains, the improper construction or repair of water-closet or drain, wilful damage to drains, water-closets, &c.; prohibiting the throwing of injurious matter into sewers, the ventilation of sewers, the inspection of drains; and to provide that, notwithstanding anything in the Public Health Act, 1875, contained, every single private drain within the meaning of and the definition contained in section 19 of the Public Health Acts Amendment Act, 1890, and being within the borough which receives the drainage from two or more houses or buildings belonging to the same owner, or different owners, shall be subject to all the provisions for the reconstruction, repair, and maintenance of drains contained in the Public Health Acts, and shall not for such purpose be deemed to be a sewer for the purposes of section 15 of the Public Health Act, 1875; to make further provisions with respect to the sale of diseased food and the imposition of penalties therefor; to make further provisions with respect to slaughter-houses, and to provide for the closing of slaughter-houses in the borough.

50. To provide for the prevention or spread of infectious or contagious diseases through food supply, clothes, lending libraries, or

attendance at schools within the borough of persons whether residing in or outside the borough; to prohibit infected persons carrying on business or engaging in any occupation in such a manner as to be likely to spread infectious disease; to give compensation to dairymen and others stopping their business or employment at the request of the Corporation with a view to preventing the spread of infectious disease; to compel all such persons to supply the Corporation with a list of their customers, and to compel dealers in, and suppliers of, milk to furnish a list of the sources from which they obtain supplies of milk, and to notify to the Corporation all cases of infectious disease among persons engaged in their employ.

51. To provide for the cleansing, purifying, or destroying of filthy, dangerous, and unwholesome articles.

52. To empower the Corporation to bear expense of maintenance of patients in hospital, and the providing of nurses in certain cases; also to provide and maintain ambulances for use in cases of sickness and accidents.

53. To provide for the regulation of the manufacture and sale of ice cream within the borough.

54. To enact that it shall not be lawful to hold any wake over the body of any person who has died from infectious disease within the borough; to make provision for the isolation of residents in any house within which infectious disease has occurred, and for disinfecting such house; to prohibit any parent or guardian of a child who has been suffering from infectious disease sending such child to school within the borough without having procured a certificate from a medical man to the effect that the child is free from infectious disease; to empower the medical officer for the borough to enter any public elementary school within the borough for the purpose of examining children in attendance thereat for the detection of infectious disease.

55. To make provision for protecting the public against the spread of disease by the sale within the borough of the milk of cows with diseased or indurated udders, and for taking samples of milk within the borough for the purpose of bacteriological examination, and for the entry of the medical officer of the borough or a specially authorized inspector into any byres or cowsheds or other places within or beyond the borough where cows are kept from which milk is sent for sale within the borough, to examine the cows therein for the purpose of ascertaining whether such cows suffer from diseased or indurated udders, and from preventing the milk of cows so affected being sent for sale within the borough; to prohibit the sale of milk of cows affected with parturient (or milk) fever, and to compel dairymen to notify cases of parturient fever.

56. To make further provisions, and to confer powers upon the Corporation for the control, regulation and registration of common lodging houses, homes, refuges, night shelters, and other houses and buildings used for the reception or relief of destitute or indigent persons, and for the provision of water closets, urinals, and other sanitary accommodation in connection therewith, and to empower the Corporation to impose penalties on persons keeping a common lodging house not duly registered, and to refuse to register any person as lodging house keeper unless satisfied of his character and fitness.

57. To provide that the Corporation may enlarge, remove, appoint and provide places for holding markets and fairs within the borough,

with proper conveniences, alter and fix the times for holding markets and fairs, demand and take tolls and charges in new or enlarged markets or fairs, appropriate or purchase by agreement land for markets or fairs, grant and take charges for licences for sale of marketable commodities out of market, make bye-laws for prevention of disorderly conduct, fighting, quarrelling, obstructing, swearing or using violent or offensive language in any market or fair.

58. To enable the Corporation to supply gas to the owner or occupier of premises abutting on or erected in any private street within the borough, and to lay down, take up, alter, relay or renew such pipes and apparatus along such street as may be requisite for furnishing such supply.

59. To make further provisions with respect to the Electric Lighting Undertaking of the Corporation, and particularly with regard to the supply of electricity in bulk to neighbouring authorities, the supply of electricity where a consumer has a separate supply, and power to refuse to supply electrical energy in certain cases; to authorize the Corporation to sell and let for hire meters, fittings and apparatus for lighting and motive power, to exempt from distress or seizure under any process of law electrical fittings, motors, engines and apparatus hired from the Corporation, to allow discounts for prompt payment of accounts, and to alter the date for making up the annual accounts of the Corporation.

60. To render liable to a penalty any street musician who does not, on the request of any householder, depart from the neighbourhood of the house of such householder.

61. To provide that the provisions of the Towns Police Clauses Acts, 1847 and 1889, and the bye-laws of the Corporation with respect to hackney carriages shall apply to any vehicles carrying passengers to and from any railway station within the borough as if such railway station were a public street.

62. To provide for the closing, reservation and charging for use of public baths, the regulation of circus and other processions.

63. To empower officers of fire brigade, police officers and officers of Corporation to break into buildings in cases of fire, and to provide for sole control of chief officer of fire brigade at fires.

64. To authorize the Corporation to provide and maintain public clocks in any public or private building and apparatus for announcing the time by public signal; to provide, place and maintain drinking fountains in any street, square, park, recreation ground, public garden or place under their control.

65. To authorize the Corporation with respect to any park, recreation ground, or public garden under their control to erect, maintain, furnish, and equip refreshment rooms, pavilions and other convenient buildings in the same, and to let for hire any such buildings and make charges for admission thereto; to provide and maintain swings and apparatus for games; to provide and maintain chairs or seats, and to make charges for the use thereof; to set apart any part or parts of the same for any game or games, concerts, and amusements; to close any part or parts of the same to the public for short periods and to let such part or parts for flower shows and the like, and make charges for admission thereto, and to appoint officers for the management of the same.

66. To authorize the Corporation to pay or to contribute towards the payment of a band or

bands of music to perform in any park, recreation ground, public garden, enclosures, or building belonging to the Corporation, and to enclose a small area in such park, recreation ground, public garden or enclosure within which such bands shall play, and to make a charge for admission to such enclosure, and bye-laws for securing good and orderly conduct therein.

67. To provide that any public park, recreation ground, public garden, and unfenced ground abutting on any street within the borough shall be deemed to be a street for all or some of the purposes of sections 28 and 29 of the Towns Police Clauses Act, 1847.

63. To vest in the Corporation all public rights over the common or waste pieces of ground within the borough known as Westleigh Heath and Aspull Common respectively, and to empower the Corporation to enclose, lease, lay out, and maintain the same as recreation grounds, with all conveniences, buildings, and apparatus.

69. To extend the amount of the rates to be levied in any one year under the Public Libraries Act, 1892, for public library purposes, and authorize the Corporation to establish and maintain a museum.

70. To make provision for the application of moneys received by the Corporation from their Tramway and Water Undertakings respectively, and to establish reserve funds in respect thereof.

71. To authorize the Corporation to appoint as treasurer of the borough a firm of bankers, or a banking corporation or company, and also to appoint and pay one or more accountants to act as auditors of the accounts of the Corporation in addition to the elective auditors.

72. To empower the Corporation to establish a thrift fund for the benefit of their employees, and to grant gratuities to servants in their employ who may be injured or incapacitated or to the widow or family of any such servant.

73. To empower the Corporation to establish a "Fire Insurance Fund" out of the rates and revenues of the Corporation.

74. To empower the Corporation to impose penalties for the breach or non-compliance with the provisions of the intended Act, and to make and enforce bye-laws in respect to all or some of the matters and things mentioned or referred to in this Notice, and to impose penalties for the breach of such bye-laws, and to extend the powers of the Corporation in regard to the bye-laws under the Public Health Acts.

75. To authorize the Corporation from time to time to make and levy additional or increased rates for all or any of the purposes of the Bill; and to confer, vary and extinguish exemptions from the payment of any existing or future rates.

76. To authorize the Corporation to borrow money for the execution of the works proposed to be authorized, and for other the purposes of the intended Act, and for any other purpose of the Corporation for which capital moneys may properly be expended, and to charge the same on the borough fund and borough rate, the district fund and general district rate, and the Undertakings, estates, rates, revenues and other property of the Corporation, or any of such securities, and to execute and grant mortgages or to create and issue stock in respect thereof, and to authorize the Corporation to apply any of their corporate funds or other moneys author-

ized to be raised to all or any of the purposes of the intended Act, and to empower the Corporation to make and issue promissory notes, to charge the same upon the securities aforesaid or any of them, and to authorize other forms of negotiable and other securities.

77. To empower the Corporation to use any money for the time being forming part of any of their sinking funds for any purpose for which they are authorized to borrow money, and to alter the provisions now in force for paying off moneys now owing, or to be borrowed by the Corporation, and to make other provisions therefor.

78. To constitute the Corporation the burial authority for the borough; to dissolve the joint burial committee of the Corporation and the Astley Parish Council; to transfer to and vest in the Corporation alone, as such burial authority, the cemetery and any other lands in the borough now belonging jointly to the Corporation and the said Parish Council; to confer on the Corporation all the necessary powers for the management, control, and maintenance of such cemetery when vested in them; to reserve any rights of burial in such cemetery to the inhabitants of the parish of Astley; to transfer all debts and liabilities of such joint burial committee to the Corporation as such burial authority; to enable the Corporation to call for contributions from the said Parish Council out of the poor rate of the parish of Astley, in respect of their proportion of such debts and liabilities; and to compensate officers of the said joint burial committee as may be necessary.

79. To authorize the Corporation 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 to fulfil agreements and contracts, and the Bill will or may confirm any such agreements and contracts which may have been or 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 upon, take, use, compulsorily or by agreement, all or any of the lands shown on the deposited plans and described in the books of reference thereto for the purposes of the Bill.

80. The Bill will, so far as it may be deemed necessary or expedient, vary and extend, repeal, or alter all Acts, Orders, and Resolutions directly or indirectly relating to or affecting the Corporation or the borough, and will or may, so far as may be deemed expedient, incorporate with itself, 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 Waterworks Clauses Acts, 1847 and 1863, the Tramways Act, 1870, the Electric Lighting Acts, 1882 and 1888, the Electric Lighting (Clauses) Act, 1899, the Light Railways Act, 1896, the Cemetery Clauses Act, 1847, the Burial Acts, 1852 to 1900, and the Public Health Acts, and the Bill will vary and extinguish all rights and privileges which would or might interfere with any of its objects, and confer other rights and privileges.

81. Duplicate plans and sections showing the lines, situations, and levels of the said proposed works of water supply, and of the proposed tramways and street works, and the lands in, through, or over which such works will be made or carried out, and showing the situation and extent and proposed method of laying, and levelling, and improving the said commons and

waste lands, and showing the situation and extent of the land proposed to be purchased and taken for the purpose of the erection thereon of the said town hall and offices, together with books 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 29th November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same day a copy of the said plans, sections, and books of reference will be deposited with the Town Clerk of the borough of Leigh, at his office at the Town Hall, Leigh, and with the respective clerks to the respective Urban District Councils of Hindley, Westhoughton, and Aspull, at their respective offices at Hindley, Westhoughton, and Aspull respectively.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1902.

PEREGRINE THOMAS, Town Clerk, Leigh (Lancashire).

LEWIN, GREGORY, and ANDERSON, 6, The Sanctuary, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

THE WESTERN TRUST LIMITED.

(Re-arrangement of Capital of the Company and other Provisions in Relation thereto; Conversion of Shares into One Class or Otherwise; Extinguishment of B Shares; Alteration, Cancellation or Repeal of Memorandum and Articles of Association of the Company; Alteration of Rights and Privileges and other Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, 1903, by the Western Trust Limited (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") to effect the following or some of the following purposes (that is to say):—

To declare, define, and rearrange the capital of the Company, and to provide, if thought fit, that the same shall consist of only one class of shares or of several classes of shares, and if necessary to declare the number and nominal amount of the shares into which the capital shall be divided.

To convert or provide for the conversion of the ordinary shares and of the B shares of the Company, whether issued or unissued, into new ordinary shares of the Company, with equal rights both as regards capital and dividends or otherwise as the Bill may provide, and to alter and extinguish the rights of holders of the ordinary shares and of the B shares of the Company, or of either of those classes of shares.

To provide for the payment of the costs, charges, and expenses of and incident to the promotion and passing of the Bill.

To alter, amend, modify, cancel, annul or repeal all or some of the articles, clauses and provisions of the Memorandum of Association and Articles of Association of the Company, or either of them, and in particular clauses 5, 6, 7, 8, 9, 10, 11 and 12 of the said Memorandum of Association, and Articles 51, 70, 75 and 87 of the said Articles of Association.

The Bill will confer on the Company all powers, rights, authorities and privileges which are or may become necessary for carrying it into execution, and will alter, vary, and extinguish all rights and privileges which would or might in any manner impede or interfere with any of its objects and purposes, and will confer other rights, privileges and exemptions, and will contain all such provisions as may be necessary or incidental to its objects or any of them.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1902.

D. and T. FITZGERALD, 20, St. Andrew-street, Dublin, Solicitors for the Bill.

HOLMES, GREIG and GREIG, 18, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

OLD BRIDEWELL BURYING GROUND.

(Exemption of Old Bridewell Burying Ground, in the parish of St. Brides, from Disused Burial Grounds Act, 1884, and Acts amending same, and authorizing building thereon; Powers to Owners, &c., and Home Secretary; Amendment of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session of 1903, for leave to bring in a Bill to remove any restrictions which may attach by or under the operation of the Disused Burial Grounds Act, 1884, as amended by the Open Spaces Act, 1887, or any other enactments relating to disused burial grounds to the user of the land situate in Dorset Street, in the parish of St. Brides and city of London, and known as the Old Bridewell burying ground for the erection of buildings, and if and so far as may be necessary to exempt such lands from the provisions of the said Acts prohibiting the erection of buildings on disused burial grounds, and authorize the erection of buildings thereon, notwithstanding the provisions of those Acts or any of them, and to confer all such powers upon the Right Honourable Gilbert George Reginald, Earl De La Warr, his heirs, successors, and assigns, or other the owners of the said lands and his or their tenants, and upon the Secretary of State for the Home Department as may be necessary or expedient to enable the said lands to be utilized for building purposes, and to vary and extinguish all rights and privileges which would or might interfere with the objects aforesaid, and to confer other rights and privileges, and to make provision for the payment of the costs of and of carrying into effect the Bill, and if thought expedient out of moneys forming part of the settled estates of the said Earl, and to confer all necessary powers on the trustees of those estates in that behalf.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 19th day of November, 1902.

COPE and Co., 3, Great George-street, Westminster;

COX and LAFONE, 17, Tower Royal, Cannon-street, E.C.;

Joint Solicitors.

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

In Parliament.—Session 1903.

GREAT WESTERN RAILWAY.

(Additional Powers to Company with Reference to New Railways and Deviations, Widening, and Alterations of Existing and Authorized Railways, Bridges, and other Works, Roads, Footpaths, and Lands in the Counties of Glamorgan, Carmarthen, Middlesex, Somerset, Cornwall, Pembroke, Warwick, Berks, Worcester, Monmouth, Wilts, Gloucester, Stafford, Hereford, Denbigh, London, Bucks, and Devon; Powers to and Arrangements with the Company of Proprietors of the Warwick and Birmingham Canal Navigation, the Corporation of Birmingham, and the Risca Urban District Council; Powers to Company and London and North Western Railway Company with respect to Lands in the County of Salop; Powers to Company and Midland Railway Company with respect to Widening of Railway and Stopping up Path in County of Gloucester; Powers to Fishguard and Rosslare Railways and Harbours Company with respect to Lands in the County of Pembroke; Extension of Time for Purchase of Lands for and for Completion of Railways Nos. 3 and 3A, and of Harbour Works and Railway at Weymouth authorized by Great Western Railway (New Works) Act, 1898; Vesting in Company of Undertaking of Ely Valley Railway Company; Additional Capital and Application of Funds by Company; Application of Funds by London and North Western and Midland Railway Companies, and by Fishguard and Rosslare Railways and Harbours Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act under the above name or short title for all or some of the following purposes (that is to say):—

(In this Notice the expression "parish" means any place for which a separate poor rate is or can be made, or for which a separate overseer is or can be appointed.)

To empower the Company to make and maintain the railways and deviations, widenings, and alterations of railways and works hereinafter mentioned, or some of them or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

A Railway (No. 1) commencing in the parish of Llanguick, in the county of Glamorgan, by a junction with the Brynamman Branch Railway of the Company at a point 54 chains or thereabouts east of the station buildings at Garnant Station, and terminating in the said parish of Llanguick by a junction with the Gwanu-cae-Gurwen Branch Railway of the Company at a point 33 chains or thereabouts east of the level crossing by the said branch of the road leading from Pontardawe to Llangadock.

A Railway (No. 1A) commencing in the parish of Llandilo-Rural, in the county of Carmarthen by a junction with the said intended Railway No. 1 at a point in the field or enclosure numbered 1285 on the 25-inch Ordnance Map (first edition, 1878) of the said parish 4 chains or thereabouts west of the north-eastern corner of the said field or enclosure, and terminating in the said parish of Llanguick by a junction with the said Brynamman Branch Railway at

a point 43 chains or thereabouts south-west of the Brynamman Station of the Company.

A Railway (No. 1B) wholly in the said parish of Llanguick, commencing by a junction with the said Brynamman Branch Railway at a point 34 chains or thereabouts south-west of the said Brynamman Station, and terminating by a junction with the said intended Railway No. 1 at a point in the field or enclosure numbered 116 on the 25-inch Ordnance Map (second edition, 1898) of the said parish distant 6½ chains or thereabouts from the westernmost corner of the said field or enclosure, and 8½ chains or thereabouts from the south-eastern corner thereof.

A Railway (No. 1C) wholly in the said parish of Llanguick, commencing by a junction with the said intended Railway No. 1 at a point in or near the south-eastern boundary of the field or enclosure numbered 329 on the 25-inch Ordnance Map (second edition, 1898) of the said parish distant 5½ chains or thereabouts measured along the said boundary from the public road leading from Pontardawe to Llangadock, and terminating in the field or enclosure numbered 347 on the said map by a junction with the railway siding of the New Cwmgorse Colliery Company at a point 3½ chains or thereabouts east of the Siloh Calvinist Methodist Chapel.

And to authorize the Company to abandon and to discontinue the maintenance and use of—

(a) So much of the said Brynamman Branch Railway as lies between the junction therewith of the said intended Railway No. 1A and a point 7 chains or thereabouts south-westward thereof; and

(b) So much of the said Gwanu-cae-Gurwen Branch Railway as lies between points respectively about 8 chains west and 7 chains east of the level crossing by that railway of the public road leading from Pontardawe to Llangadock.

And to empower the Company to retain, hold, and appropriate the site and soil thereof for the purposes of the intended Act or for the general purposes of the Company, or to sell and dispose of the same.

A Railway (No. 2) commencing in the said parish of Llanguick by a junction with the said intended Railway No. 1 at a point 4½ chains or thereabouts south of a point on the said Gwanu-cae-Gurwen Branch Railway, about 9½ chains east of the said level crossing, and terminating in the parish of Llansamlet Higher, in the county of Glamorgan, by a junction with the South Wales Railway of the Company at a point 4½ chains or thereabouts north-west of the bridge carrying the public road over the said railway at Lon-las about a mile west of Dynevor Station.

A Railway (No. 2A), commencing in the said parish of Llanguick at or near the northernmost corner of the field or enclosure numbered 1,489 on the 25-inch Ordnance Map (second edition, 1898) of that parish, and terminating in the parish of Rhyndwyclydach by a junction with the said intended Railway No. 2 at a point in the southern boundary of the field or enclosure numbered 177 on the 25-inch Ordnance Map (second edition, 1898) of the said parish of Rhyndwyclydach, 3 yards or thereabouts from the south-western corner of that field or enclosure.

Which said intended Railways Nos. 1, 1A, 1B, 1C, 2, and 2A will pass from, through, or into the parishes, areas, and places following, or some of them (that is to say), the parishes of Llanguick,

Rhyndwelydach, and Llausamlet Higher, all in the county of Glamorgan, and the parish of Llandilo Rural, in the county of Carmarthen.

It is proposed to purchase and take for the purposes of Railway No. 1 the following lands, which are, or are reputed to be, common or commonable lands (that is to say):—

Description of common or commonable land.	Area within limits of deviation, about	Area estimated to be required to be taken not exceeding
Gwaun-cae-Gurwen Common.	8½ acres	4½ acres.

A Railway (No. 3) wholly in the parish of Coed-ffranc, in the county of Glamorgan, commencing by a junction with the South Wales Railway of the Company at a point 25 chains or thereabouts west of Dynevor Station, and terminating by a junction with the Swansea and Neath Railway of the Company at a point 56 chains or thereabouts north-east of the Briton Ferry-road Station of the Company.

A Railway (No. 3A) wholly in the said parish of Coed-ffranc, commencing by a junction with the said South Wales Railway at a point 2 chains or thereabouts west of Dynevor Station, and terminating by a junction with the said intended Railway No. 3 at a point on the southern boundary of the field or enclosure numbered 153 on the 25-inch Ordnance Map (second edition, 1899) of that parish 1 chain or thereabouts from the south-eastern corner of that field or enclosure.

A Railway (No. 4) wholly in the county of Middlesex, commencing in the parish and urban district of Hunwell by a junction with the main line of the Company at or near the bridge carrying that railway over Church-road, and terminating in the parish and borough of Ealing by a junction with Railway No. 2, authorized by the Great Western Railway (Additional Powers) Act, 1897, and now in course of construction at a point 13 chains or thereabouts south of the eastern end of Graham-gardens.

A Railway (No. 5) wholly in the county of Middlesex, commencing in the parish of Twyford Abbey in the urban district of Greenford by a junction with Railway No. 1, authorized by the Great Western Railway (Additional Powers) Act, 1897, and now in course of construction at a point 5 chains or thereabouts east of the bridge carrying the Ealing and South Harrow Railway over that railway, and terminating in the parish and urban district of Acton at or near the south-eastern corner of Ruckholt Farm buildings, which said intended Railway No. 5 will pass from, through, or into the following parishes, areas, and places, or some of them (that is to say):—The parish of Twyford Abbey, in the urban district of Greenford, and the parishes and urban districts of Willesden and Acton.

A Railway (No. 6) wholly in the parish of Greenford in the urban district of Greenford, in the county of Middlesex, commencing by a junction with the said Railway No. 2, authorized by the Great Western Railway (Additional Powers) Act, 1897, at a point 3 chains or thereabouts east of the easternmost corner of the field numbered 118 on the 25-inch Ordnance Map (second edition, 1896) of the said parish, and

terminating by a junction with Railway No. 1 authorized by the said Act, at a point 5 chains or thereabouts west of the south-western corner of the field numbered 275 on the said map.

A Railway (No. 7) wholly in the county of Pembroke, commencing in the parish of Llanwnda by a junction with the Clynderwon and Goodwick Branch Railway of the Company at a point 14 chains or thereabouts south-west of Goodwick Station, and terminating in the parish of Llanstinan, in the rural district of Haverfordwest, by a junction with the said railway at a point 58 chains or thereabouts north-west of the bridge carrying the said railway over the main road leading from Haverfordwest to Fishguard, which said Railway (No. 7) will pass from, through, or into the parishes, areas, and places following, or some of them (that is to say):—The parishes of Llanwnda and Fishguard, and the parishes of Manorwen, Jordaston, and Llaustinan, in the rural district of Haverfordwest.

A Deviation (No. 1), wholly in the county of Somerset, of Deviation (No. 1) authorized by the Great Western Railway Act, 1899, of Railway No. 2 authorized by the Great Western Railway (New Works) Act, 1898, commencing in the parish of Somerton by a junction with the said authorized Deviation (No. 1) at a point in the field numbered 768 on the 25-inch Ordnance Map (first edition, 1887) of the parish of Somerton about 2½ chains north-west of the easternmost corner of that field, and terminating in the parish of Charlton Mackrell by a junction with the said authorized Deviation (No. 1) at a point in the eastern boundary of the field numbered 381 on the 25-inch Ordnance Map (first edition, 1885) of the said parish, 1 chain or thereabouts north-west of the easternmost corner of that field, and to empower the Company to abandon so much of the said authorized Deviation (No. 1) as will be rendered unnecessary by the construction of the said intended Deviation (No. 1).

A Deviation (No. 2), wholly in the county of Cornwall, of the Cornwall Railway of the Company, commencing in the parish of St. Germans at or near St. Germans Station, and terminating in the parish of St. Stephens by Saltash, at a point 36 chains or thereabouts east of the viaduct carrying that railway over Forder Lake, which said intended Deviation (No. 2) will pass from, through, or into the following parishes, areas, and places (that is to say):—The parishes of St. Germans, Landrake with St. Erney, and St. Stephens by Saltash.

And to authorize the Company to abandon and to discontinue the maintenance and user of so much of the existing Cornwall Railway as will be rendered unnecessary by the construction of the said intended Deviation (No. 2), and to empower the Company to retain, hold, and appropriate the site and soil thereof for the purposes of the intended Act, or for the general purposes of the Company, or to sell and dispose of the same.

A Deviation (No. 3), wholly in the county of Pembroke, of Railway No. 3 authorized by the Great Western Railway (New Works) Act, 1898, commencing in the parish of St. Dogwells by a junction with the said railway at a point in the southern boundary of the field numbered 512 on the 25-inch Ordnance Map (first edition, 1888) of the said parish 2 chains or thereabouts west of the south-eastern corner of the said field, and terminating in the parish of Spittal by a junction with the said railway at a point in the eastern boundary of the field

numbered 119 on the 25-inch Ordnance Map (first edition, 1888) of that parish 1 chain or thereabouts north of the south-eastern corner of that field, which said intended Deviation (No. 3) will pass from, through, or into the following parishes, areas, and places, or some of them (that is to say):—The parishes of St. Dogwells, Ambleston, Spittal, and Rudbaxton, and the parishes of Hayscastle and Trefgarn, in the rural district of Haverfordwest, and to empower the Company to abandon so much of the said authorized Railway No. 3 as will be rendered unnecessary by the construction of the said intended Deviation (No. 3).

A widening and alteration, wholly in the county of Warwick, of the Alcester and Bearley Branch Railway of the Company, commencing in the parish of Wootton Wawen at a point 3 chains or thereabouts east of the aqueduct carrying the Stratford-upon-Avon Canal over that railway, and terminating in the parish of Bearley in the rural district of Stratford-upon-Avon at a point 15 chains or thereabouts south-west of Bearley Station, and which said intended widening and alteration will pass from, through, or into the following parishes, areas, and places (that is to say):—The parishes of Wootton Wawen, Aston Cantlow, and the said parish of Bearley.

To empower the Company in the parish of Carhampton, in the county of Somerset, to lay down an additional line of rails on the level adjoining the existing line of rails at the crossing by the Company's Minehead Branch Railway of the road leading from Carhampton to Watchet at the western end of Blue Anchor Station.

To empower the Company in the parish of Martock, in the county of Somerset, to lay down an additional line of rails on the level adjoining the existing line of rails at the crossing by the Company's Durston and Yeovil Railway of the road leading from Martock to Somerton at the south-eastern end of Martock Station.

To empower the Company to execute the works and acquire the lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands), and to exercise the powers following (that is to say):—

Widenings and Lengthenings of Bridges.

In the parish and urban district of Acton, in the county of Middlesex, the widening on the southern side of the bridge carrying the main line of the Company over Old Oak Common-lane.

In the parish of Milton, in the county of Berks, the widening on the northern side of the bridge carrying the main line of the Company over Lotmead-lane.

In the parish of Steventon, in the county of Berks, the lengthening at the north-western end of the bridge carrying the road from Steventon to East Ilsley over the main line of the Company at Steventon Station.

In the parish and borough of Newbury, in the county of Berks, the lengthening at both ends of the bridge carrying the road leading from Stroud Green to the Market-place over the Berks and Hants Railway of the Company at the eastern end of Newbury Station, and in connection therewith to purchase and acquire certain lands in the said parish lying on and adjoining the northern side of the said railway and abutting on the eastern side of the said road.

In the parish of Solihull, in the county of

Warwick, and in the parish and rural district of Yardley, in the county of Worcester, the widening on the north-eastern side of the bridge which carries the Company's Oxford and Birmingham Railway over Lincoln-road.

In the said parish of Solihull the widening on the north-eastern side of the bridges which respectively carry the Company's Oxford and Birmingham Railway over the public roads at each end of Olton Station.

In the parish of Llandeveyny, in the rural district of Magor, in the county of Monmouth, the lengthening at the southern end of the bridge carrying the road leading from Llandeveyny to Wilcrick over the South Wales Railway of the Company.

In the parish of Magor, in the county of Monmouth, the lengthening at the southern end of the bridge carrying the road leading from Redwick to Magor over the said South Wales Railway at Magor Station.

In the parish of Undy, in the county of Monmouth, the lengthening at the southern end of the bridge carrying the road leading from Undy to Vinegar-hill over the said South Wales Railway.

Roads, Footpaths, &c.

In the parish of Milton, in the county of Berks:—

To alter and divert so much of the road leading from Milton-hill to Milton which crosses the main line of the Company on the level at Milton-crossing as lies between points respectively about 5 chains south and 10 chains north of that crossing, and to carry the same over the said main line by means of a bridge.

In the parish of Steventon, in the county of Berks:—

To stop up and discontinue (1) so much of the road leading from Steventon Farm to Steventon which crosses the main line of the Company on the level at Causeway Crossing as lies between the southern boundary of the Company's property and a point 3 chains or thereabouts north of that point, and (2) so much of Stocks-lane which crosses the said main line on the level at Stocks-lane Crossing as lies between the southern boundary of the Company's property and a point 4 chains or thereabouts north of that crossing, and in lieu thereof to make and maintain (1) a new road commencing at or near the junction of Stocks-lane with the first-mentioned road and a point in Stocks-lane 4 chains or thereabouts south of the said Stocks-lane Crossing, and to carry the same over the said main line by means of a bridge, and (2) a new road along the southern side of the said main line between the first-mentioned road at Causeway-crossing and a point distant 10 chains or thereabouts east thereof.

To stop up and discontinue so much of the footpath leading from the Causeway to Cat-street, which crosses the said main line 6 chains or thereabouts east of Causeway-crossing as lies between its junction with Cat-street and a point 10 chains or thereabouts north-west thereof, and in lieu thereof to make and maintain a new footpath between the last-mentioned point in the intended new road firstly hereinbefore described, 5 chains or thereabouts east of the said point.

In the parish of Box, in the county of Wilts:—

To stop up and discontinue so much of the road and footpath which cross the Company's main line of railway on the level at a point 24 chains or thereabouts north-east of the

bridge carrying that railway over the road leading from the Bath main road to Ashley, as lies between the boundaries of the Company's property, and in lieu thereof to make and maintain a footbridge over the said railway at or near the site of the said level crossing.

In the parish of Hullavington, in the county of Wilts:—

To stop up and extinguish all rights of way over the footpath which crosses the Company's South Wales and Bristol Direct Railway (now in course of construction) 46 chains or thereabouts east of the bridge carrying Pig-lane over that railway between the junctions of the said footpath with the road leading from Pig-lane to Norton and the road leading from the last-mentioned road to Hullavington.

In the parish of Little Somerford, in the county of Wilts:—

To stop up and extinguish all rights of way over so much of the footpath which crosses the said South Wales and Bristol Direct Railway on the level at a point 14 chains or thereabouts west of the bridge carrying the said railway over the road leading from Great Somerford to Little Somerford as lies between the boundaries of the Company's property.

In the parish and city and county borough of Bristol, in the county of Somerset:—

To alter and divert so much of the road known as South-lane as lies between the bridge carrying the road over the Bristol and Portishead Railway of the Company and a point 8 chains or thereabouts south-west of that bridge.

To stop up and discontinue so much of the occupation road and footpath which are carried over the main line of the Company by means of a bridge 22 chains or thereabouts south-west of the junction of the said Bristol and Portishead Railway with the said main line as lies between their junction with South-lane and a point 11 chains or thereabouts south-west of the said junction, and in lieu thereof to make and maintain a new footpath along the south-eastern side of the said main line between the last-mentioned point and a point in Bridgewater-road 7 chains or thereabouts south-west of the bridge carrying that road over the said main line.

In the parish and county borough of Gloucester and in the parish of Barnwood, in the county of Gloucester:—

To alter and divert so much of the footpath which crosses the Company's Cheltenham and Great Western Union Railway (Western Loop) on the level at or near the Emlyn Wagon Works as lies between points about 1 chain north-west and 10 chains south-east of the western boundary of the said loop, and to carry the same under that loop by means of a subway, and also to alter and divert so much of the same footpath as lies between points about 15 chains and 19 chains south-east of the said boundary, and to carry the same over the eastern loop of the said railway by means of a footbridge.

In the parish of Bruton, in the county of Somerset:—

To stop up and extinguish all rights of way over the footpath which crosses the Company's Wilts, Somerset, and Weymouth Railway on the level at or near a point 7 chains or thereabouts south-west of the bridge carrying Godminster-lane over that railway between its junction with that lane and the road leading from Lusty to that lane.

In the parish of Wheathill, in the rural district of Wincanton, in the county of Somerset:—

To alter and divert so much of the road leading from Higher Wheathill Farm to Lower Wheathill Farm as lies between a point in that road adjoining the northern boundary of the field or enclosure numbered 43 on the 25-inch Ordnance Map (1886 edition) of the said parish and a point in that road 9 chains or thereabouts south of the said boundary.

In the parish of Keinton Mandeville in the county of Somerset:—

To stop up and discontinue so much of Spring Gardens-lane as lies between its junction with the road leading from Ilchester to Keinton Mandeville and a point in that lane 18 chains or thereabouts from the said junction, and in lieu thereof to make and maintain a new road from the said point to a point in the first-mentioned road 8 chains or thereabouts south of the said junction.

In the parish of Alford, in the rural district of Wincanton, in the county of Somerset:—

To stop up and discontinue so much of the road leading from Alford Well Farm to Alford as lies between points respectively about 15 chains and 29 chains south of its junction with the main road from Somerton to Castle Cary, and in lieu thereof to make and maintain a new road from the first-mentioned point to a point in the existing road opposite Alford Well Farm, and to carry the same over Railway No. 2 authorized by the Great Western Railway (New Works) Act, 1898, by means of a bridge.

In the parish of Somerton, in the county of Somerset:—

To stop up and discontinue so much of the footpath leading from Cemetery-road to West-street, at or near the public-house known as the Unicorn, as lies between Cemetery-road and a point 8 chains or thereabouts south of its junction with that road, and in lieu thereof to make and maintain a new footpath between the said point and a point in Cemetery-road at or near the south-east corner of the Cemetery.

In the parish of Long Sutton, in the county of Somerset:—

To stop up and discontinue so much of Northfield-lane as lies between its junction with Longmarsh-lane and a point in Northfield-lane 16 chains or thereabouts from the said junction, and in lieu thereof to make and maintain a new road between the said point and a point in Longmarsh-lane 5 chains or thereabouts north of the said junction.

In the parish of Birmingham, in the city and county borough of Birmingham, in the county of Warwick:—

To alter the levels of (1) Mary Ann-street for a distance of 3 chains or thereabouts from its junction with Livery-street; (2) Henrietta-street for a distance of 5 chains or thereabouts from its junction with Livery-street; (3) Livery street between points respectively about 2 chains south-east and 4 chains north-west of its junction with Mary Ann-street, and between points respectively about 4 chains north-west and 4 chains south-east of its junction with Northwood-street; and (4) Northwood-street between points respectively about 2 chains south-west and 2 chains north-east of its junction with Livery-street.

In the parish of Tanworth, in the county of Warwick:—

In connection with Railway No. 1 authorized by the Great Western Railway Act, 1901, to alter the levels of the road leading from Tanworth to Henley-in-Arden, between points respectively about 2 chains south and 12 chains north of the junction with that road of the road

leading to Kemp's Green at Danzey Green, and of the last-mentioned road for a distance of 5 chains or thereabouts from the said junction.

In the parish of Beaudesert, in the rural district of Stratford-on-Avon, in the county of Warwick:—

To stop up and extinguish all rights of way over the fields or enclosures numbered respectively 38 and 39 on the 25-inch Ordnance Map (first edition, 1887) of the said parish, and in lieu thereof to make and maintain a new footpath commencing by a junction with the existing footpaths at the north-western corner of the said field or enclosure numbered 39, and terminating in the southern boundary of the said field or enclosure numbered 39 at a point 2 chains or thereabouts from the western boundary thereof.

In the parish of Wootton Wawen and in the parish of Beaudesert, in the rural district of Stratford-on-Avon, in the county of Warwick:—

To stop up and discontinue so much of the footpath leading from Buckley Green to the main road at or near the Henley-in-Arden Station of the Company as lies between its junction with that road and a point 16 chains or thereabouts from the said junction, and in lieu thereof to make and maintain a new footpath between the said point and a point in the said main road 5 chains or thereabouts north of the said junction.

In the parish of Shrewley Hamlet, in the county of Warwick:—

To alter and divert so much of the footpath which crosses on the level the Company's Oxford and Birmingham Railway and the loop line connecting their Hatton and Stratford-upon-Avon Railway with that railway as lies between the north-eastern boundary of the first-mentioned railway and a point in the said footpath 19 chains or thereabouts south-west of the said boundary, and to carry the same over the said railway by means of a footbridge.

In the parish and rural district of Yardley, in the county of Worcester:—

To stop up and discontinue the footpath leading from the Birmingham and Henley-in-Arden main road to the public road opposite Sarchole Mill, and to stop up and extinguish all rights of way (if any) over the field or enclosure numbered 249 on the 25-inch Ordnance Map (first edition, 1884) of the said parish.

To alter and divert so much of Tyseley Hill-road as lies between points respectively about 5 chains west and 4 chains east of the bridge carrying that road over the Company's Oxford and Birmingham Railway, and in connection therewith (1) to stop up and discontinue so much of Knight's-lane as lies between its junction with Tyseley Hill-road and a point in that lane 3 chains or thereabouts south of the said junction, and in lieu thereof to make and maintain a new road between the last-mentioned point and a point in Tyseley Hill-road 2 chains or thereabouts west of the said bridge; and (2) to stop up and discontinue so much of King's-road as lies between its junction with Tyseley Hill-road and a point 7 chains or thereabouts north of the said junction, and in lieu thereof to make and maintain a new road between the said last-mentioned point and a point in the diverted Tyseley Hill-road $1\frac{1}{2}$ chain or thereabouts north-west of the said bridge, and $1\frac{1}{2}$ chain or thereabouts north of the said railway.

In the parish and county borough of Wolverhampton, and in the parish of Bushbury, in the county of Stafford:—

To alter and divert so much of the footpath

leading from Park-lane to the towpath of the Birmingham Canal, and which passes under the Company's Wolverhampton and Bushbury Branch and Shrewsbury and Birmingham Railways as lies between the subway carrying the footpath under the last-mentioned railway and the eastern boundary of the said Wolverhampton and Bushbury Branch Railway, and in connection therewith to purchase or acquire certain lands situate between the said railways and forming part of the field or enclosure numbered 687 on the 25-inch Ordnance Map (second edition, 1902) of the parish of Bushbury, and at and near the southern boundary of the said field or enclosure, and to repeal, alter, or amend sub-section 3 of section 35 of the Great Western Railway Act, 1901.

In the parish of Colwall, in the county of Hereford:—

To stop up and discontinue so much of the footpath which crosses the Company's Worcester and Hereford Railway on the level at a point about 3 chains south-west of the bridge carrying the road leading from Colwall Green to Colwall Stone over that railway as lies between the junctions of the said footpath with that road, and with the footpath on the north-westerly side of the said railway leading from Brockbury Hall to the said road, and in lieu thereof to make and maintain (1) a new footpath along the western side of that road between points respectively about 5 chains south and 7 chains north of the said bridge, and (2) a new footpath connecting the last-mentioned footpath with the said footpath from Brockbury Hall to the said road at or near the northern end of the said bridge.

To stop up and discontinue so much of the occupation road and footpath which cross the Company's Worcester and Hereford Railway on the level at the south-western end of Colwall Station as lies between the boundaries of the Company's property, and in lieu thereof to make and maintain a footbridge at or near the site of the said level crossing.

In the parish of Wacton, in the rural district of Bromyard, in the county of Hereford:—

To alter and divert so much of the bridle path leading from Bredenbury to Thornbury which crosses the Company's Leominster and Bromyard Railway on the level at or near the mile post on that railway indicating $138\frac{1}{2}$ miles from Paddington as lies between points respectively about 2 chains north-east and 4 chains south-west of the said level crossing, and to carry the same under the said railway by means of an existing subway.

In the parish of Brymbo, in the county of Denbigh:—

To stop up and discontinue (1) the footpath which crosses the Wrexham and Minera and Vron Branch Railways of the Company on the level between its junction with Mount-hill on the western side of the bridge carrying the said branch railway over Mount-hill and its junction with Railway-road, and (2) the footpath leading from the last-mentioned footpath to Mount-hill at a point 1 chain or thereabouts south-east of the said bridge, and in lieu of the said footpaths to make and maintain a new footpath between the last-mentioned point and a point in Railway-road $\frac{1}{2}$ chain or thereabouts south of the bridge carrying the said Wrexham and Minera Branch Railway over that road.

In the parish and county borough of Newport, in the county of Monmouth:—

To stop up and discontinue so much of the road leading from Lliswerry to Christchurch

which crosses the South Wales Railway of the Company, partly on the level and partly by means of a subway, as lies between the northern boundary of the Company's property and a point 2 chains or thereabouts south thereof, and in lieu thereof to make and maintain a new road between points respectively about 8 chains south and 6 chains north of the said railway, and to carry the same over that railway by means of a bridge.

In the parish of Christchurch in the county of Monmouth:—

To alter and divert so much of the road leading from Whitson to Milton which crosses the said South Wales Railway on the level at Llan-wern Station as lies between points respectively about 10 chains south and 6 chains north of the said level crossing.

In the parishes of Bishton and Wilcrick, in the rural district of Magor, in the county of Monmouth:—

To alter and divert so much of the road leading from Green Moor to Wilcrick which crosses the said South Wales Railway partly on the level and partly by means of a subway as lies between points respectively about 6 chains south and 6 chains north of the said crossing, and to carry the same over the said railway by means of a bridge, and to stop up and discontinue so much of the road leading from Bishton to the last-mentioned road, which also crosses the said railway partly on the level and partly by means of a subway between its junction with the said first-mentioned road and a point 10 chains or thereabouts north-west thereof, and in lieu thereof to make and maintain a new road along the northern boundary of the Company's property between the last-mentioned point and a point 8 chains or thereabouts east thereof.

In the parish of Magor, in the county of Monmouth:—

To alter and divert the road along the southern boundary of the South Wales Railway of the Company between points respectively about 8 chains west and 17 chains east of the bridge over the said railway at Magor Station, and to stop up and discontinue so much of the road leading from Green Moor to Magor which crosses the said railway partly on the level and partly by means of a subway as lies between the northern boundary of the said railway and a point 4 chains or thereabouts south-west thereof, and in lieu thereof to make and maintain a new road along the south side of that railway between the last-mentioned point and a point in the road from Redwick to Magor 8 chains or thereabouts west of the said bridge.

In the parish of Llangan East, in the county of Carmarthen:—

To stop up and extinguish all rights of way for foot passengers over the road which crosses the South Wales Railway of the Company on the level at the eastern end of Whitland Station, and in lieu thereof to make and maintain a footbridge for foot passengers at or near the said level crossing, and in connection therewith to purchase by compulsion or agreement certain lands at or near the southern side of the said crossing.

In the parish of Letterston, in the county of Pembroke:—

To stop up and discontinue so much of the road leading from Heathfield to the Fishguard-road at Rostenu between its junction with the road from Priskilly Cross to Letterston and a point 19 chains or thereabouts east of the said junction, and in lieu thereof to make and main-

tain a new road between the last-mentioned point and a point on the said road from Priskilly Cross to Letterston 8 chains or thereabouts south-east of the said junction.

In the parish of St. Mary-in-Liberty, in the borough of Tenby, in the county of Pembroke:—

To stop up and discontinue the footpath leading from the repairing shops of the Company on the western side of Tenby Station to the station yard, and which crosses the Company's Pembroke and Tenby Railway on the level at the northern end of the said station, and in lieu thereof to make and maintain a new footpath between the northern end of the said station yard and a point in the road leading from Tenby to Penally at or near the eastern side of the bridge carrying the said railway over that road.

To empower the Company to widen on both sides the bridge in the parish of Aston, in the city and county borough of Birmingham, in the county of Warwick, which carries the Oxford and Birmingham Railway of the Company over Sandy-lane and the Warwick and Birmingham Canal, and in connection therewith to empower the Company and the Corporation of Birmingham and the Company of Proprietors of the Warwick and Birmingham Canal Navigation, or any one or more of them, to alter and divert so much of Sandy-lane as lies between points respectively about 3 chains south and $1\frac{1}{2}$ chains north of the said bridge, and to make such alterations to the said canal and the lock under and adjacent to the said bridge as may be agreed or as may be prescribed by the intended Act, and to empower the Company, the said Proprietors, and the said Corporation to enter into and carry into effect contracts and agreements for or in relation to the execution of the said works or any of them, and the cost thereof and incidental thereto, and to confirm or give effect to any such contract or agreement which may have been or may be made prior to the passing of the intended Act, and to empower the said Corporation to apply their funds and rates to and to borrow money for the purposes aforesaid or any of them.

To vary, alter, or repeal all or some of the provisions of section 14 of the Great Western Railway Act, 1895, and to empower the Company and the Risca Urban District Council, or either of them, to execute the works in the parish and urban district of Risca, in the county of Monmouth, hereinafter mentioned in substitution for all or some of the works by the said section provided (that is to say):—

To stop up and discontinue so much of the road which is carried under the Company's Monmouthshire (Western Valleys) Railway by means of a subway at a point about 18 chains south-east of Risca Station as lies between the boundaries of the Company's property and the road along the north-eastern boundary of the Company's property, between its junction with the first above-mentioned road and the existing bridge over the said railway at the south-eastern end of the said station, and in lieu thereof to make and maintain a new road from a point on the first-mentioned road about 1 chain south of the southern end of the said subway to a point on the north-eastern boundary of the Company's property 12 chains or thereabouts south-east of the said station, and to carry the same under the railway by means of a subway.

To stop up and extinguish all rights of way for vehicular traffic over the Company's railway at or near the south-eastern end of Risca

Station, and to remove the existing road bridge thereat, and in lieu thereof to make and maintain a footbridge on or near the site of the said road bridge.

To stop up and extinguish so much of the footpaths mentioned in sub-section (B) of the said section 14 as lies between the boundaries of the Company's property, and in lieu thereof to construct a subway for foot passengers under the Company's said railway at a point thereon 7 chains or thereabouts north-west of Risca Station.

To stop up and discontinue so much of the footpath which crosses the said railway on the level known as Cromwell Crossing as lies between the boundaries of the Company's property, and in lieu thereof to make and maintain a new footpath along the north-eastern boundary of the Company's property between the said existing footpath and the subway under the said railway 2 chains or thereabouts north-west of the said crossing.

To stop up and extinguish all rights of way across the Nine Mile Point branch of the said railway at or near a point thereon 35 chains or thereabouts north-west of the said station, and in lieu thereof to make and maintain a new footpath between the road on the south-western side of and adjoining the north-western end of the bridge carrying that branch over the River Ebbw, and a point in the footpath on the northern side of the said branch 11 chains or thereabouts north-west of the said bridge.

To empower the Company and the Risca Urban District Council to enter into Agreements for or in relation to the execution of the said works, or any of them, and the cost thereof and incidental thereto, 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 the said Council to apply their funds and rates to, and to borrow money for, the purposes aforesaid, or any of them.

Lands.

To empower the Company to purchase by compulsion or agreement, and to hold lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands) in the parishes, areas, and places hereinafter mentioned for the purposes of the said intended railways, deviations of railways, widenings and lengthenings of bridges, roads, footpaths, and other works, and for the general purposes of the Company, and of their Undertaking and works connected therewith, and for providing increased accommodation, and also to acquire by compulsion or agreement, and to hold for the purposes aforesaid, or any of them, the lands hereinafter described or referred to, and to exercise the powers hereinafter mentioned (that is to say):—

In the county of London:—

Certain lands in the parish and metropolitan borough of Paddington lying on and adjoining both sides of Stanley-street and Arthur-mews, the north-west side of Praed-street, and the north-east side of London-street, and to stop up and discontinue and extinguish all rights of way over Stanley-street and so much of Arthur-mews as extends from a distance of 80 yards or thereabouts from Francis-street, and to vest the site and soil of the roads, and portions of roads, so to be stopped up in the Company, and to empower the Company to enter into and to carry into effect agreements with the Postmaster-General with reference to any lands purchased

under the powers of the intended Act or otherwise, and to confirm and give effect to any agreement which has been, or may be, come to before the passing of the intended Act.

Certain lands in the parish and metropolitan borough of Kensington known as 14A, Admiral-place, Kensal New Town.

In the county of Middlesex:—

Certain lands in the parish and urban district of Acton lying on and adjoining the north-eastern side of Railway No. 1 authorized by the Great Western Railway (Additional Powers) Act, 1897, now in course of construction, and abutting on the western side of Willesden-lane.

In the county of Berks:—

Certain lands in the parishes of Steventon, Milton, Harwell, and Didcot, lying on and adjoining the northern side of the main line of the Company and extending from a point 28 chains or thereabouts west of the Steventon Station of the Company to the Didcot West Junction near the Didcot Station of the Company.

Certain lands in the parish of Hungerford lying between the Hungerford Station of the Company and the Railway Hotel.

In the county of Bucks:—

Certain lands in the parishes of Chepping Wycombe (Rural) and Wooburn lying on and adjoining the north-eastern side of the Maidenhead and Wycombe Railway of the Company, and at and near Loudwater Station.

In the county of Wilts:—

Certain lands in the parish of Stratton St. Margaret lying on and adjoining the north-western side of the Company's main line of railway at and near the junction of the Company's Highworth Branch Railway with the said main line.

Certain lands in the parish of Limpley Stoke lying on and adjoining the eastern side of the Bathampton Branch Railway of the Company, and between points respectively about 5 chains and 8 chains south of Limpley Stoke Station.

In the county of Gloucester:—

Certain lands in the parish and city and county borough of Bristol abutting on the northern side of Portwall-lane, and between Canynge-street and Temple-street.

Certain other lands in the said parish extending from the junction of Warwick-road with Stapleton-road in a north-westerly direction to the River Frome.

In the county of Somerset:—

Certain lands in the parish and city and county borough of Bristol lying on and adjoining both sides of the main line of the Company, and between points respectively about 5 chains and 31 chains west of the junction with the said main line of the Bristol and Portishead Railway of the Company.

Certain lands in the parish of Bishopsworth lying on and adjoining the northern side of the said main line, and between the western and eastern junctions therewith of the sidings leading to the South Liberty Colliery.

Certain lands in the parish of Castle Cary forming portion of the field or enclosure No. 51 on the 25-inch Ordnance Map (second edition, 1895) of that parish, and situate 4 chains or thereabouts north-west of the easternmost corner of the said field or enclosure.

Certain lands in the parish of Martock lying on and adjoining the south-western side of the Durston and Yeovil Railway of the Company, and between points respectively about 4 chains and 11 chains north-west of Martock Station.

In the county of Devon:—

Certain lands in the parishes of Ipplepen and Abbotskerswell lying on and adjoining the south-eastern side of the South Devon Railway of the Company, and between points respectively about 12 chains and 52 chains south-west of the bridge carrying the said railway over the road leading from Lower Bickley Mill to Maddacombe Cross and known as Stoneycombe-bridge.

Certain other lands in parishes of Abbotskerswell and Kingskerswell lying on and adjoining the north-western side of the said South Devon Railway, and extending from the said Stoneycombe-bridge to the bridge carrying the said railway over the road leading from Kingskerswell to Maddacombe Cross, and known as Kingskerswell-bridge.

In the county of Warwick:—

Certain lands in the parish of Solihull lying on and adjoining the north-eastern side of the Company's Oxford and Birmingham Railway, and extending from the bridge carrying the said railway over Lincoln-road to the bridge carrying that railway over the New Warwick-road at or near Olton Reservoir.

Certain other lands in the said parish lying on and adjoining the south-western side of the said Oxford and Birmingham Railway, and extending for distances of 5 chains or thereabouts north-west and 13 chains south-east of Olton Station.

In the county of Worcester:—

Certain lands in the parish and rural district of Yardley abutting on both sides of the main road between Warwick and Birmingham, and west of and near to the junction of that road with Stockfield-road, and extending for a distance of about 24 chains from the said main road in a southerly direction.

In the county of Monmouth:—

Certain lands in the parish and county borough of Newport lying on the southern side of the South Wales Railway of the Company, and between the approach road to Newport (High-street) Station and the Monmouthshire (Eastern Valleys) Railway of the Company.

Certain lands in the parish and county borough of Newport, and in the parishes of Christchurch, Magor, and Undy, and in the parishes of Llanwern, Bishton, Wilcrick, and Llandeveyney, in the rural district of Magor, lying on and adjoining the southern side of the South Wales Railway of the Company, and between Lliswerry-road and a point 45 chains or thereabouts east of Magor Station.

Certain lands, sidings, and other works in the parish of Aberystroth, in the urban district of Nantyglo and Blaina, lying on and adjoining the western side of the Monmouthshire (Western Valleys) Railway of the Company, and between points about 6 chains and 24 chains south of Blaina Station.

Certain lands, lines of railway sidings, and other works in the parish of Aberystroth, in the urban district of Nantyglo and Blaina, forming a portion of the Monmouthshire (Western Valleys) Railway, and lying between (1) the southern end of Nantyglo Station and a point on that railway known as Nantyglo Gate, and (2) points respectively about 17 chains and 24 chains north of the said station.

In the county of Glamorgan:—

Certain lands in the parishes of Coedffranc and Llansamlet Higher, lying on and adjoining both sides of the South Wales Railway of the Company, and between points respectively

about 29 chains and 73 chains west of Dynevor Station.

Certain lands in the parish and urban district of Merthyr Tydfil, lying on and adjoining the northern side of the Taff Vale Extension Railway of the Company, and at and near the goods shed at Treharris Station.

Certain lands in the parish and urban district of Aberdare, lying on and adjoining the north-eastern side of the Vale of Neath Railway of the Company, and between Bridge-street and the Company's station at Aberdare.

In the county of Pembroke:—

Certain lands in the parish of St. Mary, Pembroke, in the borough of Pembroke, lying on and adjoining the northern side of the Pembroke and Tenby Railway of the Company, and abutting on the eastern side of Water-street.

To repeal, alter, or amend the provision of sections 20 and 28 of the Great Western Railway Act, 1899, with respect to the Deviation (No. 2) by that Act authorized, and to empower the Company, notwithstanding anything contained in sub-section (1) of the said section 20, or shown on the plan signed by James Charles Inglis and William Lunn as therein mentioned, to construct a portion of the said deviation where it crosses Langport Common Moor and Langport Moor on an embankment instead of on a viaduct, and to provide that, notwithstanding anything contained in the said section 28, the Company may purchase or acquire, on such terms and conditions as may be prescribed or authorized by the intended Act, any quantity not exceeding in the whole $1\frac{1}{4}$ acres of the common or common lands in the parish of Langport, in the county of Somerset, known as Langport Common Moor and Langport Moor.

To empower the Company and the London and North Western Railway Company (hereinafter called "the two Companies"), or either of them with the consent of the other, to purchase by compulsion or agreement, and to hold for the purposes of the two Companies, or either of them, and for providing increased accommodation, the lands hereinafter mentioned (that is to say):—

In the county of Salop:—

Certain lands in the parish of Holy Cross and St. Giles, in the borough of Shrewsbury, lying on and adjoining the eastern side of the Shrewsbury and Hereford Railway of the two Companies, and abutting on the northern side of Abbey Forge.

To empower the Company and the Midland Railway Company (hereinafter called "the Joint Companies"), or either of them with the consent of the other, to make and maintain the widening, alteration, and improvement of railway hereinafter mentioned, together with all necessary works and conveniences connected therewith, and to purchase by compulsion or agreement, and to hold lands for that purpose, and for providing increased accommodation (that is to say):—

A widening, alteration, and improvement, wholly in the county of Gloucester, of the Bristol Port and Pier Railway of the Joint Companies, commencing in the parish and city and county borough of Bristol at a point on that railway 12 chains or thereabouts north-west of the level crossing by that railway of Gloucester-road, Avonmouth, and terminating in the parish of Westbury-upon-Trym at a point on that railway 4 chains or thereabouts north of the junction of the Clifton

Extension Railway of the Joint Companies with the said railway at Sneyd Park Junction, which said intended widening will pass from, through, or into the following areas and places (that is to say):—The parish and city and county borough of Bristol, and the parishes of Shirehampton, Henbury, and Westbury-upon-Trym.

To empower the Joint Companies to stop up and discontinue the bridle-path in the parish of Newland, in the county of Gloucester, along the western side of the Severn and Wye Railway of the Joint Companies, between a point 14 chains or thereabouts north of Whitecroft Station and 1 chain or thereabouts south of Parkend Station, and in lieu thereof to make and maintain a new bridle-path between the first-mentioned point and a point in the road on the western side of the said railway leading from Whitecroft to Parkend 15½ chains or thereabouts from the junction of that road with the road leading from Bream to Blakeney, and to repeal, alter, or amend section 8 of the Severn and Wye Railway and Canal Act, 1869.

To empower the Fishguard and Rosslare Railways and Harbours Company (hereinafter referred to as "the Fishguard Company") to purchase by compulsion or agreement, and to hold for the purposes of that Company, and for providing increased accommodation the lands hereinafter mentioned (that is to say):—

In the county of Pembroke:—

Certain lands in the parish of Llanwnda lying on and adjoining the north-western side of the railway of the Fishguard Company, and between the bridge carrying the public road over that railway at Goodwick Station and the Wyncliffe Hotel of the Company.

Certain other lands in the said parish lying on the north-western side of the approach road to the said Wyncliffe Hotel, and between Ivy Cottage and the said public road.

To authorize the purchase and acquisition of part only of, or of an easement in, over, or under 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 Company or Companies purchasing the same becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To authorize the alteration, diversion, widening, crossing, or stopping up of all roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams, and rivers within or adjoining the before-mentioned parishes and places, and which it may be necessary or convenient to interfere with in the execution of the powers of the intended Act, and to provide that the Company shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over the intended railways or deviations of railways by a bridge or bridges or the immediate approaches thereto, except so far as the level of such road or approaches shall be permanently altered.

To make provision for the repair of all or any of the new or altered roads, streets, footpaths, or highways to be constructed or altered or sanctioned under the authority of the intended Act by the same persons and by the same means

as other roads, streets, footpaths, or highways in the parishes or places within which the new or altered roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act, and to empower the Company or Companies exercising the powers of the intended Act on the one hand, and any Municipal Sanitary Highway or Local Authority, and any company or person, or persons, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the intended Act, on the other hand, to enter into and fulfil contracts and agreements for or in relation to the execution of any works and the cost thereof and incidental thereto, the construction, maintenance, and repair of any roads or footpaths, and the taking of any lands in or by which they may respectively be interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means, and the intended Act will or may confirm any such contract or agreement which may already have been, or which at any time hereafter may be, entered into for or in relation to any of the matters aforesaid.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages or portions thereof which are proposed to be stopped up and discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, streets, footpaths, ways, courts, alleys, and passages, or portions thereof, in the Company or Companies exercising the powers of the intended Act.

To authorize the levying of tolls, rates, and other charges for and in respect of the use of the said intended railways, deviations, and works, and also for the use of the other works, conveniences, and accommodation connected with all or any of the said railways, deviations, and works or to be authorized by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

To extend the time now limited by the Great Western Railway Act, 1901, for the compulsory purchase of lands for and for the completion of the Railways Nos. 3 and 3A authorized by the Great Western Railway (New Works) Act, 1898, and to extend the time now limited by the last-mentioned Act for the compulsory purchase of lands for and for the completion of the harbour, works, and railways described in and authorized by section 6 of that Act.

To transfer to and vest in or provide for the transfer to and vesting in the Company by amalgamation or otherwise of the undertakings, railways, works, lands, buildings, plant, rolling stock, machinery, stores, property, assets, and effects of the Ely Valley Railway Company (hereinafter called "the Ely Valley Company"), and all powers, rights, and privileges of or belonging to or enjoyed by the Ely Valley Company of what nature or kind soever, and whether with reference to their own Undertaking or the Undertakings of any other Company at such time or times and upon and subject to such terms and conditions as may have been or may be agreed upon between the Company and the Ely Valley Company, or as may be prescribed or authorized or provided for by the intended Act and freed and dis-

charged from all or any debts, liabilities, charges, or incumbrances affecting the same, and to provide for the winding-up and dissolution of the Ely Valley Company.

To provide for the payment to and acceptance by the shareholders, stockholders, debenture stockholders, and mortgagees of the Ely Valley Company, or any of them, of such sums of money or other consideration for the proposed transfer as may be agreed upon or be authorized, or prescribed, or provided for, by the intended Act in exchange for, or in respect of, the shares, stocks, or securities held by them respectively, and to authorize and require the holders of the several shares, stocks, and securities of the Ely Valley Company, including trustees holding such shares, stocks, or securities, to accept such sums of money or other consideration accordingly.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes and for the general purposes of their Undertaking, and for the purposes of any other Acts of the same Session, additional capital by the creation of shares or stock with or without a preference in payment of dividend or other rights or privileges, and by the creation and issue of debenture stock, and by borrowing or any of such means.

To enable the London and North Western Railway Company, the Midland Railway Company, and the Fishguard Company respectively to apply their corporate funds to the purposes of the intended Act in which they are interested, or some of them.

To alter, amend, and extend, or repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned in this Notice, and also of the several Acts (local and personal) following, or some of them (that is to say):—

The Act 5 and 6 William IV, cap. 107, and any other Act or Acts relating to the Company.

The Act 9 and 10 Vict, cap. 204, and any other Act or Acts relating to the London and North Western Railway Company.

The Act 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company.

The Acts 56 and 57 Vict., cap. 97, and 57 and 58 Vict., cap. 137, and any other Act or Acts relating to the Fishguard Company.

The Act 20 and 21 Vict., cap. 41, and any other Act or Acts relating to the Ely Valley Company.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of the Notice of the intended application to Parliament, as published in the London Gazette, will be deposited on or before the 29th day of November in the present year, as follows (that is to say):—

As regards the works and lands in the county of Glamorgan, and the works and lands partly in that county and partly in the county of Carmarthen, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff. As regards the last-mentioned works and lands and the lands wholly in the county of Carmarthen, with the Clerk of the Peace for that county, at his office at Carmarthen. As regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Guildhall, Westminster. As regards the works and lands in the

county of Somerset, with the Clerk of the Peace for that county, at his office at Frome. As regards the works and lands in the county of Cornwall, with the Clerk of the Peace for that county, at his office at Bodmin. As regards the works and lands in the county of Pembroke, with the Clerk of the Peace for that county, at his office at Haverfordwest. As regards the works and lands in the county of Warwick, and the works and lands partly in that county and partly in the county of Worcester, with the Clerk of the Peace for the county of Warwick, at his office at Leamington. As regards the works and lands in the county of Berks, with the Clerk of the Peace for that county, at his office at Reading. As regards the works and lands in the county of Worcester, and the works and lands partly in that county and partly in the county of Warwick, with the Clerk of the Peace for the county of Worcester, at his office at Worcester. As regards the works and lands in the county of Monmouth, with the Clerk of the Peace for that county, at his office at Newport (Monmouth). As regards the works and lands in the county of Wilts, with the Clerk of the Peace for that county, at his office at Marlborough. As regards the works and lands in the county of Gloucester, with the Clerk of the Peace for that county, at his office at Gloucester. As regards the lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford. As regards the works and lands in the county of Hereford, with the Clerk of the Peace for that county, at his office at Hereford. As regards the lands in the county of Deubigh, with the Clerk of the Peace for that county, at his office at Ruthin. As regards the lands in the county of London, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell. As regards the lands in the county of Bucks, with the Clerk of the Peace for that county, at his office at Aylesbury. As regards the lands in the county of Devon, with the Clerk of the Peace for that county at his office at Exeter. As regards the lands in the county of Salop, with the Clerk of the Peace for that county at his office at Shrewsbury.

And 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 intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London Gazette will, on or before the said 29th day of November, be deposited as follows (that is to say):—

As relates to any metropolitan, 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. And as relates to any parish comprised in a rural district, and not having a Parish Council, with the Clerk of the District Council of such rural district, at his office.

Any parish named in this Notice (outside the administrative county of London), which is not also a county or other borough or an urban district, or 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.

And notice is hereby also given that, on or before the 20th day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1902.

R. B. NELSON, Paddington Station, and
20, Abingdon-street, Westminster,
Solicitor.

SHERWOOD and Co., 7, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1903.

WOOLWICH BOROUGH COUNCIL.

(Power to Council to Supply Electrical Energy in bulk to Foots Cray Urban District Council, and Agreements with reference thereto; Powers as to Wiring and Fitting for Electric Lighting and Supply of Dynamos and other Apparatus; Borrowing Powers; Extension of Market Rights in Parish of Woolwich to whole of Borough; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Council of the Metropolitan Borough of Woolwich (hereinafter called "the Council") for an Act for the following purposes or some of them (that is to say):—

1. To empower the Council to supply from any generating station of the Council electrical energy in bulk to the Foots Cray Urban District Council (hereinafter called "the Foots Cray Council") at such place or places within or at the boundary of the borough of Woolwich, and upon and subject to such terms and conditions and in such manner as may have been or may be agreed between the Council and the Foots Cray Council, or as may be prescribed or authorized or provided for by the intended Act.

2. To empower the Council and the Foots Cray Council to enter into and carry into effect agreements with respect to the matters aforesaid and to confirm or give effect to any such agreements which may have been or may be made prior to the passing of the intended Act.

3. To empower the Council to expend money upon the wiring and fitting and supplying with wires, fittings, and apparatus of the premises of any of their consumers or prospective consumers of electrical energy, and either free of charge or subject to the payment of such charges or other consideration therefor as they may think fit or as may be prescribed or authorized by the intended Act, and to empower the Council to enter into and to carry into effect agreements and arrangements with respect thereto.

4. To empower the Council to hire, sell, and let dynamos, motors, arc-lamps, incandescent lamps, conductors, machinery and apparatus for and in relation to the production, supply, distribution or utilisation of electrical energy, and to make and recover rents and charges therefor.

5. To empower the Council to borrow in the same manner and subject to the same conditions as if such expenditure were for the purposes of the Electric Lighting Acts, 1882 and 1888, and upon such terms and conditions as to repayment and otherwise as may be prescribed or authorized by the intended Act such sums

of money as may be required by the Council for the purposes hereinbefore mentioned.

6. To confer further powers upon the Council and to make further provision with respect to markets in the borough of Woolwich, and to extend and make applicable to the whole of the Metropolitan Borough of Woolwich, and to the Council in respect thereof the provisions of all Charters and Acts relating to or authorizing the holding of markets in the parish of Woolwich, and all or some of the powers of the Council in relation thereto, and the powers of levying tolls and other charges and to alter and amend the said Charters and Acts or any of them, and to provide that the same shall be read and have effect as if the whole of the said borough had been referred to therein instead of the said parish of Woolwich.

7. To vary and extinguish all rights and privileges which would or might interfere with the objects of the intended Act and to confer other rights and privileges.

8. To alter, amend, or repeal, so far as may be necessary for the purposes aforesaid, the provisions, or some of the provisions, of the London Government Act, 1899; the Blackheath and Greenwich District Electric Lighting Order, 1897, the Blackheath and Greenwich District (Extension) Electric Lighting Order, 1899; the Woolwich Electric Lighting Orders, 1899 and 1902; the Letters Patent granted by His Majesty King James I, bearing date 1st June, in the sixteenth year of his reign; the Charter granted by His Majesty King Henry III, 54 Henry III, M. 10; the Charter granted by His Majesty King Edward I, 12 Edward I, M. 1 No. 6.; the Charter or Proclamation 5 Edward II, M. 23; and the Charter granted by His Majesty King Henry VI, bearing date the 21st March, 1439; the Acts 47 George III, Sess. 2, Cap. III, and 48 George III, Cap. 146; and all other Acts, Charters, and Orders relating to the Council or to their electric lighting or market Undertakings.

9. Printed copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

ARTHUR B. BRYCESON, Town Clerk, Wool-
wich, Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-
street, Westminster, S.W., Parlia-
mentary Agents.

Board of Trade.—Session 1903.

Electric Lighting Acts, 1882 and 1888 SOUTH SHIELDS RURAL ELECTRIC LIGHTING.

(Power to the County of Durham Electrical Power Distribution Company Limited to Produce, Store, and Supply Electricity, Electrical Energy, and Power within the Rural District of South Shields, in the County of Durham; 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 Durham Electrical Power Distribution Company Limited, of Surrey House, Victoria-embankment, in the county of London (hereinafter called "the Company"), to the Board of Trade on or before the 20th 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 authorize 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 rural district of South Shields, in the county of Durham (hereinafter called "the area of supply"), and for these 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 authorize 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 authorize 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 authorize 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 authorize, 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:—In the township of Harton, main road from Harton Nook to Ship Inn, North-avenue to Woodside.

In the parish of Whitburn (Whitburn Village):—Front-street (from Dunaivon House to the Jolly Sailors' Inn). Mill-lane (from the Jolly Sailors' Inn to the commencement of the Cemetery Wall). North-road (from Mill-lane to Lizard-lane). In Cleadon Village—the main road from the Ship Inn to the Britannia Hotel.

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 township of Harton:—North-avenue to Woodside, Central-avenue, South-avenue.

In the parish of Whitburn:—Whitburn-road, Underhill-road, West Meadows-road, West Park-road, Marsden-road, Curlew-road, Cleadon; Wesley-terrace, Hedworth-terrace, Northguards, Elders-buildings, Frederick-terrace, Bowman-street, Marsden-grove, Percy-terrace, William-street, Adolphus-terrace, Adolphus-terrace north, Elizabeth-terrace, Rackley-way, Side-street, Augusta-terrace, Bryers-street, Rupert-street.

The railways which the Company propose to take powers to break up, pass, or cross over or under, are as follows:—Level-crossing at East Boldon Station, on the Sunderland, South Shields and Newcastle branch of the North Eastern Railway, Level crossing on the North Eastern Railway Company's mineral line, known as the Shields and Pontop Railway, in North-lane, near Boldon Colliery.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 20th 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 Mr. Raine, assistant-overseer, Ivy-cottage, Whitburn, 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 day of January, 1903. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 20th day of November, 1902.

SYDNEY MORSE,
37, Norfolk-street, Strand, London,
W.C.,

Solicitor for the above-named County
of Durham Electrical Power Distri-
bution Company Limited.

In Parliament.—Session 1903.

**MANCHESTER SOUTHERN TRAMWAYS
(CHESHIRE).**

(Incorporation of Company; Construction of Tramways and other Works in the County of Chester; Gauge; Use of Electrical or other Mechanical Power; Compulsory Purchase of Lands and Property; Power to Purchase Parts only of Certain Property; Overhead Lines, &c.; Street Widening and Improvements; Working and Traffic Agreements and Running Powers over other Tramways; Breaking up of and other Powers as to Streets and Roads; Tolls, Rates, and Charges; Provisions as to Purchase of Tramways, &c., by Local Authorities; Agreements as to Supply of Electricity; Agreements with Local Authorities and Others as to Safety and Board of Trade Regulations; Bye-laws; Incorporation of and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to construct, lay down, maintain, work, and use the tramways and other works hereinafter described, or some or one of them, or some part or parts thereof in the county of Chester, with all proper rails, points, plates, foundations, sleepers, channels, cuttings, junctions, turnouts, crossings, passing places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, sidings, carriage-houses, depôts, stations, buildings, machinery, appliances, works, and conveniences connected therewith (that is to say):—

(In the following description of the proposed tramways 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, the distance, unless otherwise stated, is to be taken as measured from the point at which 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 as being opposite the centre of the street or road.)

The tramways above referred to and proposed to be authorized by the intended Bill are as follows:—

Tramway No. 1 (partly single and partly double), commencing in the parishes of Sale and Ashton-upon-Mersey at a point where the county and parish boundaries cross the Chester-road or Cross-street, and proceeding in a south-westerly direction along the last-named street to its junction with School-road, thence in the parish of Sale in a south-easterly direction along that road and Northenden-road to the parish boundary, thence in the parish of Northenden along Sale-road, Wythenshawe-road, and Palatine-road, and terminating at the county and parish boundary at the centre of Palatine Bridge over the River Mersey.

Tramway No. 2 (partly single and partly double), commencing in the parish of Northenden by a junction with Tramway No. 1 at a point 1.0 chain to the west of the intersection of Wythenshawe-road with Longley-lane, and proceeding in a south-westerly direction along the last-named lane to the parish boundary, thence along the same lane and in the same direction in the parish of Northen Etchells to the intersection of Longley-lane

with Northenden-road, thence in a north-easterly and south-easterly direction to the parish boundary, thence along the same road in a south-easterly direction in the parish of Stockport Etchells, and terminating by a junction with the authorized tramways now about to be constructed by the Cheadle and Gatley Urban District Council at a point 7.8 chains south-east of the boundary of the parish of Stockport Etchells and the urban district of Cheadle and Ga ley.

Tramway No. 3 (double line), commencing in the parishes of Sale and Ashton-upon-Mersey by a junction with Tramway No. 1 at a point 1.0 chain to the north-east of the intersection of School-road with Washway-road, and proceeding in a south-westerly direction along the last-named road to the parish boundary, thence in the parishes of Timperley and Dunham-Massey in the same direction and along the same road, and terminating at the parish boundary.

The before-mentioned and intended tramways will be made, and pass from, in, through, or into the following boroughs, urban and rural districts, parishes, and places, viz.:—The parishes of Ashton-upon-Mersey, Sale, Northenden, Northen Etchells, Gatley, in the parish of Stockport Etchells, Dunham-Massey, and Timperley, in the county of Chester.

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 streets and roads hereinafter mentioned and the nearest rail of the tramway, or if no side is mentioned on both sides of the road (that is to say):—

Tramway No. 1, in the parishes of Sale and Ashton-upon-Mersey:—

(1) In Cross-street and on both sides thereof, commencing at the county boundary, for a distance of 5.0 chains.

(2) In Cross-street and on both sides thereof, commencing at the intersection of Cross-street with Florence-street, and proceeding southwards for a distance of 2.5 chains.

In the parish of Sale:—

(3) In School-road, Sale-bridge, and Northenden-road, and on both sides thereof, commencing at its intersection with Cross-street, and proceeding in an easterly direction for a distance of 27.0 chains.

(4) In Northenden-road, and on both sides thereof, commencing at its intersection with Derbyshire-road and proceeding in an easterly direction for a distance of 5.0 chains.

(5) In Northenden-road, and on both sides thereof, between points respectively 1.5 chains west and 10.2 chains east of its intersection with Marsland-road.

(6) In Northenden-road, and on both sides thereof, commencing at its intersection with Wythenshawe-road and proceeding in a south-easterly direction for a distance of 15.0 chains.

(7) In Sale-road, in the parish of Northenden, and on both sides thereof, commencing at a point 1.5 chains south-east of its intersection with Yew Tree-lane for a distance of 4.5 chains.

(8) In Sale-road, and on both sides thereof, between points 6.5 chains north-west of its intersection with Wythenshawe-road and such intersection.

(9) In Wythenshawe-road, and on both sides thereof, for a distance 21.0 chains between its intersection with Sale-road and its intersection with Longley-lane.

(10) In Wythenshawe-road, and on both sides thereof, for a distance of 9.5 chains between its intersection with Moor End and its intersection with Church-road.

(11) In Palatine-road, and on both sides thereof, for a distance of 30.0 chains in a north-easterly direction from its intersection with Church-road.

Tramway No. 2, in the parish of Northenden:—

(1) In Longley-lane, and on both sides thereof, for a distance of 13.0 chains in a south-easterly direction from its intersection with Wythenshawe-road.

(2) In Longley-lane, and on both sides thereof, between points respectively 4.0 chains north-west and 19.5 chains south-east of its intersection with Royle Green-road.

In the parish of Northen Etchells:—

(3) In Longley-lane, and on both sides thereof, for a distance of 36.0 chains between the parish boundary and the intersection of Longley-lane with Gatley-road.

(4) In Gatley-road, and on both sides thereof, for a distance of 2.0 chains in a westerly direction from the parish boundary measured along the north side of the road.

(5) In Gatley-road, and on the south side thereof, for a distance of 2.2 chains in a westerly direction from the parish boundary measured along the south side of the road.

In the parish of Stockport Etchells:—

(6) In Northenden-road, on the north side thereof, for a distance of 2.2 chains in an easterly direction from the parish boundary measured along the north side of the road.

(7) In Northenden-road and on both sides thereof, between points respectively 2.5 chains north-west and 5.5 chains east of its intersection with Green Bank-road.

Tramway No. 3, in the parish of Sale:—

(1) In Washway-road, and on the easterly side thereof for a distance of 3.0 chains, measured in a northerly direction from the centre of Siddall's-bridge.

In the parish of Timperley:—

(2) In Washway-road, and on the easterly side thereof, for a distance of 1.5 chains measured in a southerly direction from the centre of Siddall's-bridge.

The power intended to be employed for moving carriages or trucks on the said tramways will be electrical power to be applied by the overhead system, or otherwise, or any other mechanical power, not being steam power, as may for the time being be applicable.

The gauge to be adopted for the intended tramways will be 4 feet 8½ inches, or such other gauge as the Board of Trade may approve and the Bill may prescribe.

It is not proposed to run on the said tramways carriages or trucks adapted to run upon railways.

To empower the Company to make in the lines and according to the levels shown on the deposited plans and sections the following street improvements, with all necessary works and conveniences connected therewith, viz.:—

In the parish of Ashton-upon-Mersey:—

A widening of Cross-street on the west side for a distance of 2.8 chains, measured in a southerly direction from the county boundary.

In the parish of Sale:—

A widening of Cross-street on the east side for a distance of 6.5 chains measured in a southerly direction from the county boundary.

A widening at Sale-bridge on the north side

thereof for a distance of 2.4 chains between Chapel-road and Broad-road.

In the parish of Northenden:—

A widening of Longley-lane on the south-westerly side thereof, between points respectively 10.5 chains north-west and 16.5 chains north-east of its intersection with Royle Green-road.

In the parish of Northen Etchells:—

A widening of Longley-lane on both sides thereof, for a distance of 36.0 chains between the parish boundary and the intersection of Longley-lane with Gatley-road.

In the parish of Sale:—

A widening of Washway-road on the easterly side thereof, for a distance of 3.0 chains, measured in a northerly direction from the centre of Siddall's-bridge.

In the parish of Timperley:—

A widening of Washway-road, on the easterly side thereof, for a distance of 1.5 chains measured in a southerly direction from the centre of Siddall's-bridge.

And to enable the Company to dedicate the widened roads to the public, and to provide for the maintenance of such roads by the Local Authority or the Company as the Bill may prescribe.

To authorize the Company to deviate in the construction of the tramways, street widenings, and other works to be authorized by the Bill, both vertically and laterally, to the extent shown upon the deposited plans and sections, or as may be prescribed by the Bill.

To enable the Company to make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the intended 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.

To enable the Company to provide such depôts, stations, car-sheds, stables, offices, and other buildings, accumulators, dynamos, plant, machinery, appliances, and conveniences as may be requisite for carrying into effect the purposes of the Bill, and to alter double to single lines and *vice versa*, or double or single to interlacing lines or *vice versa*.

To enable the Company to lay down, construct, erect, and maintain on, in, or over or under the surface of any street, road, footway, bridge, river, or place, or any lands, and attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables, boxes, and apparatus, and to make and maintain such openings and ways in, on, or under the surface of such streets, roads, footways, bridges, rivers, places, or lands, as may be necessary or convenient either for the working of the intended tramways or for connecting any portions of any such tramways, or for providing access to or for forming connections with any generating or other stations, engines, machinery, or apparatus.

To empower the Company to enter upon, open, and break up the surface of, and to cross, alter, widen, raise, lower, narrow, and stop up and divert, or otherwise interfere with streets, roads, lanes, highways, public and private roadways, tramways, footways, railways, water-courses, bridges, canals, sewers, drains, pavements, pipes, tubes, wires, apparatus, matters, and things, or any of them, for the purposes of constructing, maintaining, repairing, removing,

altering, or reinstating the tramways and works, or for substituting others in their place, or for other the purposes of the Bill.

To authorize the Company to remove or discontinue the use of any of the intended tramways or works or any part thereof where necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway or works so removed or discontinued to be used or intended so to be.

To enable the Company to levy, demand, take, and recover tolls, rates, and charges for the use of the intended tramways, and for any other tramways owned, leased to, run over, worked, or used by them, and for the conveyance of passenger or other 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 to confer, vary, or extinguish other rights and privileges.

To enable the Company to widen where necessary the carriage-way of any road along which the intended tramways are to be laid by reducing the width of the footpath or otherwise.

To authorize the Company to use and dispose of any paving, metalling, or road materials extracted or removed by the Company in the construction of the intended tramways or works, or the exercise of the powers of the Bill.

To authorize the Company for any of the purposes of the Bill, and for the works aforesaid, to take on lease lands and hereditaments, and to purchase, acquire, by agreement or compulsion, easements over lands and property, and to sell, let, or dispose of any such lands which may not be necessary for such purposes.

And the Bill will vary or extinguish all rights and privileges connected with any of such lands.

To exempt the Company from the operations of section 92 of the Lands Clauses Consolidation Act, 1845, and to enable them to purchase compulsorily parts only of any house, building, manufactory, or property for the before-mentioned tramways and other works without being obliged or compelled to purchase the whole.

To confer on and reserve to the Company and their licensees, lessees, and assigns, the exclusive right of using on the proposed tramways engines and carriages having wheels adapted to run on in an edged groove or other rail, and to regulate the speed at which carriages may be propelled upon such tramways.

To empower the Company on the one hand, and any Local Authority having the control or management of the streets or roads along which any tramways intended to be laid 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 intended tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways, 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 intended tramways or any works connected therewith, and with respect to the regulations to be made by the Board of

Trade for securing the safety of the public on tramways on which mechanical power is used, for regulating the use of such power in respect of the intended tramways, and to exempt the Company from such regulations.

To authorize the Company to take on lease, purchase, or otherwise acquire, run over, join up with, work, and use by agreement any existing or future tramways or tramway in the district and connected with the intended tramways hereinbefore described, upon such terms and conditions, and subject to the payment of such compensation, tolls, rates, and charges, as may from time to time be mutually agreed between the Company and the owner or owners of any existing or future tramway or tramways, or as in case of difference may be settled by the Board of Trade.

To empower the Company, or any Local Authority in whose district any portion of the intended tramways will be situate, to make regulations and bye-laws for all or any of the purposes mentioned in section 46 of the Tramways Act, 1870.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by the Local Authorities, and to make provision for purchase of any of the intended tramways within such extended period, and on such terms and conditions, and in such events as the Bill may prescribe, and to authorize and require any such Local Authority as aforesaid, in the event of the purchase by them of the tramways of the Company, to purchase all plant of the Company used for the purpose of working the intended tramways by electrical power, and to confer upon such authorities all necessary powers in that behalf, including power of borrowing money.

To empower the Company and any Corporation or other Local Authority having statutory power to supply electricity, and in whose district any portion of the intended tramways will be situate, 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 energy and power in bulk to the Company for the purpose of working the intended tramways, or the supply by the Company to any such corporation, Local Authority, company, or person of electrical energy, in bulk or otherwise, for any purpose for which such authority, company, or person may for the time being be authorized to supply electricity, subject to such terms and conditions as the Bill may prescribe.

To incorporate with the Bill, and to confer upon the Company in connection with and for the purposes of any of the tramways, works, matters, and things aforesaid, all or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations, or amendments as may be deemed expedient and the Bill may prescribe, and especially, but not exclusively, those relating to the breaking up, reinstatement, and repair of streets and roads, to gas and water companies and sewers, to the use by the Promoters on the tramways of flange-wheeled carriages, &c., and to offences, and to enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned.

To incorporate with the Bill and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Acts; the Companies Clauses Acts, 1845, 1863, and 1869; the Electric Lighting Acts, 1882 and 1888; the Electric Lighting (Clauses) Act, 1899; and, so

far as may be deemed necessary, certain provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

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 Bill, and to confer other rights and privileges.

And notice is hereby also given that, on or before the 29th day of this present month of November, duplicate plans and sections showing the lines and levels of the intended tramways, street widenings, and other works (the plans also showing the additional lands intended to be taken or used 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 Chester, at his office at Chester; and that on or before the said 29th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the hereinbefore-mentioned boroughs, urban and rural districts, parishes, and places from, in, through, or into which any of such tramways and other works will be made or pass, or in which any lands intended to be taken or used 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):—

As regards any urban district, with the Clerk of the District Council of such district, at his office. As regards any parish council, with the Clerk of the Parish Council, at his office or residence; or if there be no Clerk, with the Chairman of that Council, at his residence.

And notice is hereby further given, that on or before the 20th day of December, 1902, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1902.

VAUDREY, OPPENHEIM, and MELLOR,
Winter's-buildings, St. Ann's-church-
yard, Manchester, Solicitors for the
Bill.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1903.

MARYPORT HARBOUR.

(Incorporation of Company and Transfer to them of the Undertaking of the Commissioners for the Harbour of Maryport; Definition and Extension of Limits of Port and Harbour; Power to make New Dock Railways and Works; to Deepen, Widen and Improve the existing Works, Entrance Channel and Harbour; Acquisition, Sale and Lease of Lands and other Powers for the Control, Improvement and Management of the Harbour; Working Traffic and other Agreements with the Earl of Lonsdale and the Trustee of Lonsdale Estates; and with the London and North Western, Maryport and Carlisle, Cleator and Workington Junction, and Furness Railway Companies; Power to those Companies to Subscribe; Tolls, Rates, Bye-laws and other Provisions; Power to Pay 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 the following or some of the following among other purposes (that is to say):—

1. To incorporate a Company in this Notice referred to as "the Company" and to confer upon the Company all or some of the powers following (that is to say):—

2. To transfer to and vest in or to provide for the transfer to and vesting in the Company of the Undertaking, known as the Maryport Harbour, including the Elizabeth and Senhouse Docks and all or some of the lands, easements, hereditaments, docks, basins, locks, channels, feeders, waters, foreshore, railways, tramways, quays, warehouses, wharves and buildings, and all other the estate (real and personal), property, rights (including the right to levy tolls, rates, and charges), and all other powers and privileges of the Commissioners for the harbour of Maryport (hereinafter referred to as "the Commissioners") vested in, acquired by or constructed or conferred under or by virtue of any Act of Parliament or instrument relating directly or indirectly to any of the matters or things aforesaid for such consideration and either by payment of a sum in gross or by the allotment of shares or stock in the capital of the Company, or bonds, debentures, or debenture stock of the Company, and generally upon such terms and conditions as may be agreed on between the Company, the Commissioners, and their mortgagees and other necessary persons (if any), or as failing agreement, may be settled by arbitration or otherwise by or under the provisions of the intended Act, and to confirm any agreement or agreements which may be made touching the matters aforesaid or any of them prior to the passing of the intended Act, and to empower the Commissioners and other necessary persons (if any) to execute all such instruments and do all such acts, matters and things as may be necessary or expedient for effecting the objects and purposes aforesaid.

3. To constitute and define, or reconstitute and redefine and extend the port and harbour of Maryport (hereinafter referred to as "the Harbour") as follows (that is to say):—

The area included within a line commencing at a point on the western boundary of the Whitehaven Junction line of the London and North Western Railway Company (hereinafter called "the North Western Company"), opposite the Senhouse Dock Junction on that railway, and 93 yards or thereabouts measured in a southerly direction from the south-west corner of the signal box of the said junction, and proceeding thence due west for a distance of 1,500 yards or thereabouts, thence due north for a distance of 2,542 yards or thereabouts, and thence due east for a distance of 3,277 yards or thereabouts to a point on high-water mark 136 yards or thereabouts measured in a due westerly direction from the north-western corner of the building marked Bank End on the Ordnance Map, sheet numbered XLV, 1, Cumberland, 1900, second edition, and thence in a south-westerly direction along high-water mark to a point on the north face of the North Pier 60 yards or thereabouts measured in a north-westerly direction from the south-west corner of Wallace-lane, thence along the eastern side of the North Harbour across the north-east side of the Tongue Pier, and along the north-east side of the North Quay of the Old Harbour to the southern end of the Gridiron, thence across

the River Ellen in a westerly direction to the wall of the ship-building yard, and from thence along the face of the said wall and the wall of the adjoining yard to the south-west corner of the Drawbridge, and from thence along the south-west side of the South Quay for a distance of 180 yards or thereabouts, and thence in a southerly direction along the east side of the low-level quay of the Elizabeth Dock to the south-west corner of the abutment of the bridge which carries the high-level railways on the east side of the Elizabeth Dock over the road leading from the south end of the said dock into Irish-street, and thence in a straight line in a south-westerly direction to the said point of commencement excluding the lands and works belonging to the North Western Company and the Maryport and Carlisle Railway Company.

4. To constitute the Company the Port and Harbour and Pilotage Authority of the harbour to the exclusion of all other authorities and persons, and to authorize and empower the Company to dredge, deepen, straighten, preserve, maintain, and improve the harbour or any part or parts thereof and the channels thereto, and to purchase, hire, provide, and maintain all necessary dredging and other machines, tug boats, barges, hoppers, craft machinery, and appliances necessary or expedient for or in relation to the said purposes or any of them.

5. To empower the Company to make and maintain the following dock works, the whole of which will be situated in the parish of Netherhall and urban district of Maryport, in the county of Cumberland, or on the bed or foreshore of the sea adjacent thereto.

(a) A reclamation wall or embankment for reclaiming and enclosing a portion of the foreshore and bed of the sea in or adjoining the said parish of Netherhall and urban district of Maryport, commencing at or near the eastern end of the Tongue Pier, and proceeding thence 400 yards or thereabouts in a north-westerly direction, and thence 1,033 yards or thereabouts in a northerly and north-easterly direction, and terminating at a point at high-water mark 190 yards or thereabouts measured in a north-easterly direction from the north-west corner of the Maryport Gas Works.

(b) A pier or breakwater 220 yards or thereabouts in length, commencing at a point on the said intended wall or embankment 140 yards or thereabouts measured at right angles to the North Pier in a northerly direction from a point thereon 90 yards or thereabouts from the western end thereof, and terminating at a point 150 yards or thereabouts in a north-westerly direction from the lighthouse on the western quay of the entrance basin to the Senhouse Dock, and 160 yards or thereabouts in an easterly direction from the sea end of the South Pier.

(c) A wet dock 500 yards or thereabouts in length, by 83 yards or thereabouts in width, to be situate within the area to be reclaimed and enclosed as aforesaid, and with an entrance through the said reclamation wall or embankment 275 yards or thereabouts from the commencement thereof, as hereinbefore described.

6. To empower the Company, wholly in the county of Cumberland to make and maintain the following railways and works with all proper and convenient stations, buildings, sidings, turntables, junctions, approaches, signals, works, and conveniences (that is to say):—

Railway No. 1, commencing by a junction with the Cleator and Workington Junction Railway, at a point opposite the signal box at Dock Junction, 150 yards or thereabouts in a north-westerly direction from the engine-shed, opposite the North Western Hematite Steel Works, and terminating at a point 40 yards or thereabouts west of the boundary of the London and North Western Railway, at or near the signal box at the Maryport Dock Junction.

Railway No. 2, commencing at the termination of Railway No. 1, as hereinbefore described, and terminating at or near the junction of the Tongue Pier with the north quay of the Old Harbour; and for the purposes of the said Railway No. 2 to divert the River Ellen where it adjoins the dock sidings leading to the east side of the Elizabeth Dock.

Railway No. 3, commencing by a junction with the Whitehaven Junction line of the London and North Western Railway, at a point 350 yards or thereabouts measured in a south westerly direction along the said railway from the signal box at Senhouse Dock Junction, and terminating at the commencement of Railway No. 2 as hereinbefore described.

Railway No. 4, commencing at a point at high-water mark 50 yards or thereabouts measured in a northerly direction from the north-west corner of the Maryport Gasworks, and terminating by a junction with the Maryport and Carlisle Railway at a point 30 yards or thereabouts in a north-easterly direction from the centre of the bridge over the River Ellen, adjoining the field numbered 417 on the Ordnance Map, numbered XLV, 5, Cumberland, 1900, second edition.

Railway No. 5, commencing by a junction with Railway No. 4, in the field numbered 489 on the Ordnance Map, numbered XLV, 1, Cumberland, 1900, second edition, at a point 330 yards or thereabouts north-east of the junction of the Birkby-road, with the road leading from Maryport to Allonby, and terminating by a junction with the Maryport and Carlisle Railway at a point 20 yards or thereabouts in a westerly direction from the centre of the bridge carrying the said railway over the River Ellen, adjoining the property numbered 503 on the last-mentioned Ordnance Map.

The said railways will pass in, through, or into the boroughs, districts, and parishes following (that is to say):—

The parish of Workington, in the borough of Workington; the parishes of Seaton and Flimby; the parish or township of Ellenborough and Ewaurigg, and the parish of Netherhall, in the urban district of Maryport; and the parishes of Crosscanonby and Dearham.

7. To confer upon the Company and to empower them to exercise all or any of the following powers (that is to say):—

(a) To deepen, dredge, widen, alter, and improve the harbour within the limits thereof, as proposed to be extended, constituted, and defined under the intended Act, and the entrance to the intended dock and other works, and to use material dredged for the purposes of the said works.

(b) To remove the existing North Pier for a length of 250 yards or thereabouts from the sea end thereof, and to use and appropriate the materials thereof in the construction of the new pier or breakwater, dock, or other works.

8. To constitute the intended works or some of them part of the harbour Undertaking of the Company, and to confer upon the Company and empower them to exercise in respect

thereof all or any of the powers, authorities, rights, and privileges, which the Commissioners now possess or are entitled to exercise in respect of the existing harbour, or of or to which by or under the provisions of the intended Act the Company may become possessed or entitled, including amongst others the powers of or relating to the levying of tolls, rates, dues, and charges, and the making of by-laws, the selling, disposing, or leasing of lands and buildings, the erection of warehouses, depôts, sheds, buildings, and other conveniences, the loading, unloading, handling, and dealing with goods and merchandise, and generally all such other powers, authorities, rights, and privileges as are usually conferred upon or possessed or enjoyed by harbour or dock companies or authorities.

9. To enable the Company on any lands or foreshore for the time being belonging to them or within the limits of the harbour to construct and maintain all cuts, channels, locks, weirs, dams, basins, reservoirs, ponds, trenches, pounds, graving docks, lay-bys, gates, sluices, culverts, by-passes, arches, bridges (fixed or opening), sewers, drains, embankments, towing paths, walls, jetties, landing places, dolphins, moorings, buoys, beacons, lights, groins, quays, wharves, warehouses, sheds, buildings, engines, pumps, machinery, cranes, lifts, staithes, drops, railways, tramways, rails, junctions, sidings, turntables, signals, stations, roads, approaches, works, and appliances, which may be necessary or convenient for or incidental to the before-mentioned works or any of them, or to or for the general purposes of the Company or their Undertaking.

10. To authorize the Company from time to time to purchase or take on lease or otherwise acquire, and to hold, sell, lease, or otherwise dispose of lands (including in that word where used in this Notice, lands, houses, buildings, mills, warehouses, sheds, wharves, and foreshore) and other property, compulsorily, or by agreement and to acquire easements over, under, or in respect of lands and other property, and to vary and extinguish existing rights, and privileges over such lands and property, and all such rights and privileges as it may be necessary to vary or extinguish for any of the purposes of the intended Act, and to empower the Company to acquire part only of any such lands without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

11. To empower the Company to levy and recover tolls, rates, dues, and charges for and in respect of the harbour and of the intended dock railways and other works, and to alter existing tolls, rates, dues, and charges, and to grant exemptions from the payment of tolls, rates, dues, and charges.

12. To enable the Company on the one hand, and the Right Honourable the Earl of Lonsdale and the trustee of Lonsdale estates and other the owners for the time being of Workington Harbour and Dock respectively on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for and in relation to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for their respective Undertakings; the levying, fixing, and apportioning of the tolls, rates, charges, and receipts levied, taken, or arising from such traffic, the sums or consideration whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of

the respective parties to the other of them for or in relation to any of the matters to which the respective contracts, agreements, or arrangements relate, and if thought fit to confirm or give effect to any such contract, agreement, or arrangement entered into prior to the passing of the intended Act.

13. To enable the Company on the one hand, and the North Western Company, the Maryport and Carlisle Railway Company, the Cleator and Workington Junction Railway Company, and the Furness Railway Company (hereinafter referred to as "the Four Companies"), or any one or more of them on the other hand, to enter into and carry into effect contracts, agreements and arrangements for and in relation to the construction, maintenance, use and working of the intended railways or any of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of those railways or parts thereof, and the payments to be made and the conditions to be performed in relation to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, and apportioning of the tolls, rates, charges, and receipts levied, taken, or arising from such traffic, the sums or consideration, whether annual or in gross, and the rents, payments, allowances, rebates and drawbacks to be paid, made, or allowed by any of the contracting companies to the other or others of them for or in relation to any of the matters to which the respective contracts, agreements, or arrangements relate.

14. To authorize the four Companies respectively to subscribe and contribute funds towards the making and maintaining of the intended railways, or any part or parts thereof respectively, and to take and hold shares, stocks, debentures, debenture stock or other securities of the Company, and to guarantee to or for the Company interest, dividends, annual or other payments on any such shares or stock, and the principal and interest of any loan of the Company, and to authorize the four Companies or any or either of them to appoint directors of the new Company.

15. To empower the four Companies respectively for all or any of the purposes of the intended Act to increase their capital and raise a further sum of money by the creation of new shares or stock in their undertakings, either 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 on mortgage or bond or by any of such means and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways or any part or parts thereof, and the tolls, rates, dues, and charges received upon or in respect thereof, and to apply to those purposes or some of them any capital, funds, or moneys belonging to the four Companies respectively.

16. To authorize the Company and all authorities, companies, bodies, and persons interested in any of the purposes of the intended Act to enter into and fulfil contracts and agreements for and in relation thereto, and to confirm with or without alteration any such contract or agreement which may have been or which may be entered into prior to the passing of the intended Act.

17. 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 interest or dividends on any shares or stocks of the Company.

18. The intended Act will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself by reference or in extenso so far as may be deemed expedient subject to such modifications and exceptions as the intended Act may provide: the provisions of the Companies Clauses Acts, 1845—1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; the Railway Clauses Act, 1863; and the Harbours, Docks, and Piers Clauses Act, 1847; and will or may so far as may be thought expedient alter, amend, extend, repeal, and reenact with or without alteration the provisions of the following among other local Acts, namely:—

The Maryport Harbour Acts, 1866 to 1894, and any other Act or Acts relating directly or indirectly to the Commissioners or to the docks and harbour at Maryport or either of them; the Act 9 and 10 Vict., cap. 204, and all other Acts relating to the North Western Company or their Undertaking; the Maryport and Carlisle Railway Act, 1837, and all other Acts relating to the Maryport and Carlisle Railway Company or their Undertaking; the Act 3 Vict., cap. 44; the Cleator and Workington Junction Railway Act, 1876, and all other Acts relating to the Cleator and Workington Junction Railway Company and their Undertaking; the Act 18 and 19 Vict., cap. 173, and all other Acts relating to the Furness Railway Company and their Undertaking; the Workington Harbour (Transfer) Act, 1869; and all other Acts relating to the harbour and dock at Workington.

19. And Notice is hereby given that maps, plans, and sections relating to the objects of the intended Act, together with a book of reference to such plans containing the names of the owners and lessees and reputed owners and lessees, and of the occupiers of the lands and property proposed to be acquired under the authority of the intended Act, and a copy of this Notice, as published in the London Gazette, will on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, and that on or before the same day a copy of so much of the said plans, sections and book of reference as relates to the several areas hereinafter mentioned, together with a copy of this Notice, will be deposited as follows (that is to say):—As relates to the works and lands in the borough of Workington, with the Town Clerk of that borough at his office at Workington; as relates to the works and lands in or adjoining the urban district of Maryport with the Clerk to the Council of that district, at his office at Maryport, and as relates to the works and lands in or adjoining the several parishes of Seaton Flimby, Crosscanonby, and Dearham, with the clerk to the parish council of each such parish, at his residence, or (if there be no clerk) with the chairman of such parish council, at his residence.

20. Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1902.

GEORGE D. PERKS, Hamilton-house,
Victoria-embankment, London, E.C.,
Solicitor for the Bill.

SHERWOOD and Co, 7, Great George-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

GREAT WESTERN RAILWAY (PENSION FUND).

(Provisions as to Servants' Pension Fund and Amendment of Acts relating thereto; Application of Funds by Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Great Western Railway Company (hereinafter called "the Company"), for an Act under the above name or short title for all or some of the following purposes (that is to say):—

To repeal, alter, or amend all or some of the provisions contained in sections 22, 23, and 24 of the Great Western Railway Act, 1864, and section 58 of the Great Western Railway Act, 1880, with respect to the superannuation or pension fund established by the Company, under the said section 58 of the Great Western Railway Act, 1880, for servants in receipt of weekly wages and to re-constitute the fund and to make provision for forming the Members of the said fund into a Friendly Society under the provisions of the Friendly Societies Act, 1896, and for the transfer to the said Society of the capital and moneys of the said fund, and for the government, management, and application thereof in accordance with the existing scheme and rules, with such modifications thereof, and such provisions with respect to its future control and management and the investment of its funds as may be agreed upon and approved by the members of the said Society, and by the Directors of the Company, and be sanctioned by the Registrar of Friendly Societies, or authorized or provided for by the intended Act.

To make provision for the payment by the Company to the said Society, or the Members thereof, of such supplemental allowances or other contributions as the Company or the Directors may think fit, or as may be prescribed or provided for by the intended Act.

To make provision as to the making of new rules, and the alteration from time to time of any rules of the said Society, and if thought fit, to provide for the approval of new rules, or of the alterations of rules by the Directors of the Company or otherwise for the control and approval by the Company of any new rules or alterations of rules in such manner as may be prescribed or provided for by the intended Act, but so that no rule of the Friendly Society or alteration of rules shall make it compulsory for any servant of the Company to become a Member of the said Society.

To enable the Company to apply to the purposes of the intended Act such portion of their corporate funds as they shall think expedient.

And notice is hereby given, that on or before the 20th day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1902.

R. R. NELSON, Paddington Station, and
20, Abingdon-street, Westminster,
Solicitor.

SHERWOOD and Co., 7, Great George-street,
Westminster, Parliamentary
Agents.

In Parliament.—Session 1903.

HYDE CORPORATION.

(Further Powers to Corporation with regard to their Water Supply; Additional Powers with regard to Streets, Buildings and Sewers, Sky Signs and Hoardings, Sanitary Provisions; Provisions as to Infectious Disease; Provisions as to Milk Supply, Recreation Ground, Common Lodging-houses, Hackney Carriages, Licences, Police, Fire Brigade, Slaughter-houses; Power to Retain, Sell, &c., Land; Collection of Local Rates; Levying Rates by Instalments; Recovery of Rates; Increase of Limit of Library Rate; Additional Borrowing Powers, Sinking Fund; Raising Money by Bills; Power to Subscribe to Nursing Association and Emergency and Accident Hospital; Equated Periods for Existing Loans; Power to Include Lands, &c., in Mortgages; Bye-Laws; General Provisions; Repeal, Amendment and Incorporation of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the borough of Hyde, in the county of Chester (herein referred to as "the Corporation"), 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):—

To make further provisions with regard to the water undertaking of the Corporation, and to impose penalties on the owners of dwelling-houses permitting the same to be occupied without having a sufficient water supply, to authorize the Corporation to erect and maintain public drinking fountains, to enable the Corporation to require owners of houses supplied with water by common pipe to provide separate service pipe for each house, to enable the Corporation to supply fittings, and to enforce the provisions of the Rivers Pollution Prevention Act, and of Public Health Acts with respect to waters over which Corporation have any powers of user or of water-courses through which any water flows into any such waters, to provide that cisterns used for domestic supply shall, if liable to contamination, be deemed a nuisance within the meaning of the Public Health Act, 1875, to enable the Corporation to make bye-laws securing cleanliness of cisterns, to impose penalties on persons injuring meters, to enable the Corporation to lay pipes in streets not dedicated to the public use, to require notices discontinuing the supply to be in writing signed by the consumer, and to require notice to the Corporation of connecting or disconnecting meters.

To confer on the Corporation 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 approval of plans to be void after certain intervals, retention of deposited plans, power to vary position or direction of new streets, to define future line of streets, and to declare where streets begin and end, intersecting streets, continuation of existing streets to be deemed new streets, to prohibit the erection of new buildings until street formed, to make provision with regard to crossings for horses or vehicles over footways, and as to the height of buildings and chimneys; the definition of new buildings; the erection of buildings to a greater height than adjoining buildings, to prohibit the deposit in streets of building materials, and the making of excavations without the consent of the Corporation, as to materials in streets sewered and paved, to provide for the recovery of damages caused to footways by excavations, to require approval of Corporation

to elevation of buildings erected on front land, as to temporary and movable buildings, power to sell materials of temporary buildings, fencing of vacant lands adjoining streets, entrances to courts not to be closed, provision for preventing formation of cul-de-sacs, restriction on erection of any buildings in certain courts, power to Corporation to require enlarged sewer, as to separate sewers, for preventing soil and sand being washed into streets, for preventing water flowing on footpaths, dangerous places to be repaired or enclosed, the lopping of trees or shrubs overhanging streets or footpaths, coal-shoots, underground rooms, urgent repairs to private streets, prevention and removal of projections over streets, storing of wood and timber, prohibiting excavation from site of proposed street after deposit of plan of new street, Corporation not liable for damages in carrying out works for owners, except in case of negligence, as to level of basement floor, enabling the Corporation to make communication between private drains and their sewers on payment, water-courses choked up to be a nuisance under Public Health Act, water or stack pipes not to be used as ventilating shafts, and as to the recovery of private improvement expenses, and to enable the Corporation, when making up private streets, to require the removal of all fences and obstructions.

To make special provision with regard to the erection of sky signs, and the conditions upon which a license may be granted by the Corporation, 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 Corporation.

To confer on the Corporation further powers with regard to sanitary matters, including the following, namely, the closing of houses unfit for human habitation, extending section 41 of the Public Health Act, 1875, as to inspection of drains, closets and ashpits, urinals to be attached to refreshment houses, removal or alteration of urinals, applying section 73 of Public Health Act to cellars not let for hire, to enable the Corporation to require water-closets to new buildings, conversion of existing closet accommodation, other than water-closet accommodation, including existing closet accommodation used in common into water-closets, as to apportionment of expenses in case of joint owners, enabling the Corporation to charge for clearing the closets of rubbish, &c., and for emptying ashpits of trade refuse, to provide lavatories under streets, to prohibit the discharge of trade refuse into the sewers and for preliminary treatment of such refuse before discharge into sewers, to regulate the manufacture and sale of ice creams, extending the definition of nuisances, to enable the Corporation to appoint more than one inspector of nuisances, to order houses to be drained by a combined operation, to make provision with regard to the reconstruction of drains, and the filling up of cesspools, to require pipes from slopstones to be disconnected from sewers, soil pipes to be ventilated, to require owners to provide proper sinks and drains for buildings, to make provision with regard to improper construction or repair of water-closets or drains, wilful damage to drains, to enable the Corporation to require old drains to be laid open for examination by surveyor before communicating with sewers, to provide that the ejection of steam, &c., is not to be a nuisance to the public, imposing penalties on persons not using best practical means to prevent dust from factories falling in streets, defining the establishment of a new business, and imposing penalties

on occupiers refusing execution of Act, and for the breach of an order for the abatement of smoke nuisances, and as to time for recovery of expenses.

To confer on the Corporation larger powers than they now possess with regard to infectious diseases, including amongst others the following powers (that is to say):—To enable the Corporation to make bye-laws for regulating hospitals, prohibiting conveyance of infected persons in public vehicle, requiring driver of infected person to give notice, prohibiting infected persons from carrying on certain businesses, and infected children from attending school, powers to Corporation to close schools in certain cases, requiring principals of schools to furnish lists of pupils, empowering medical officer of health to examine school children, disinfection of clothes, purification of articles of bed and body clothing, persons engaged in washing and mangling clothes to furnish lists of owners, protection against infection of books in libraries; wake not to be held over infected body; dairymen to notify infectious disease existing among their servants, medical officer may require dairymen to furnish list of sources of their milk supply, to enable the Corporation to compensate dairymen and persons ceasing employment for loss; enabling the Corporation to pay expenses of persons in hospital, extending section 124 of the Public Health Act to persons who cannot be isolated, to enable Corporation to cleanse infected house, and to remove persons from infected house to reception house, and to require certificate before removal by rail of body of infected person, to enable the Corporation to provide nurses, and prohibiting blowing or infecting carcases.

To make provision for protecting the public against the spread of disease by the sale within the borough of the milk of cows with diseased or indurated udders, and for taking samples of milk within the borough for the purposes of bacteriological examination, and for the entry of the medical officer of the borough, or a specially authorized inspector, into any byres or cowsheds, or other places within or beyond the borough where cows are kept from which milk is sent for sale within the borough, 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 borough, and for imposing penalties with reference to the matter aforesaid.

To authorize the Corporation to retain certain lands recently acquired by them, and known as the "Park," situate within the borough, and containing 35 acres, or thereabouts, and to authorize the Corporation to maintain the same as a public park and recreation ground, subject to the right to use parts thereof for streets, and to exchange lands; to stop up a public footpath leading from Back Bower-lane to Mottram Old-road, to accept and apply gifts of land for charitable and public purposes; 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 in the pleasure or recreation grounds belonging to or held by them, and to charge for the admission 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 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 Corporation may

deem fit, and to provide apparatus for games, and to set apart portions of pleasure grounds for games, and to close recreation grounds for special purposes, and to authorize the Corporation to provide and let chairs therein, and to contribute to a public band of music for the borough.

To make further and better provisions with regard to common lodging-houses within the borough, and to make regulations as to keepers of common lodging-houses 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, and to make provisions with regard to night shelters.

To make provisions with regard to hackney carriages and their drivers, and to empower the Corporation 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 Towns Police Clauses Acts, 1847 and 1889, and the Corporation'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 borough if the hiring takes place within the borough.

To authorize the Corporation 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.

To empower the Corporation 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 and to impose penalties on persons misrepresenting themselves to be licensed.

To grant to the Corporation certain powers relating to police matters, for the better preservation of order and good conduct in the borough, and particularly to provide that any unfenced ground adjoining or abutting on a street and any recreation ground belonging to or under the control of the Corporation shall be deemed a public place for the purposes of the Vagrancy Act, 1824, and also shall be deemed to be streets for the purposes of sections 28 and 29 of the Towns Police Clauses Act, 1847, and for certain other purposes to impose penalties on any person frequenting or using any street or public place for the purpose of betting, and to enable the police to arrest such persons, to require that no person shall have the care of more than one cart; and to impose penalties for reckless driving, to prohibit indecent shows, and to authorise the issue of search warrants for the entry into premises suspected to be used as brothels, and to impose penalties on persons keeping or assisting in the management thereof.

To authorize the Corporation to make bye-laws as to shows, caravans, whirligigs, steam organs, and for regulating street cries, and for prohibiting the crying of newspapers on Sunday, to require notice of processions to be given, and to require marine store dealers to be licensed.

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 shall have power to stop or regulate street traffic, to authorize the Corporation to provide cottages for their firemen, and to provide that expenses at fires shall be paid by the pro-

prietors of property endangered by such fires, and to enable the Corporation to make agreements with Local Authorities for common use of fire appliances.

To provide for the acquisition by agreement of the private slaughter-houses within the borough, and the compensation to be made by the Corporation therefor, and to prohibit slaughtering except in Corporation slaughter-houses when provided, and to enable the Corporation to charge fees for the use of the slaughter-houses provided by them.

To make further provision with regard to the collection of the local rates, and to provide for the cesser of the powers and duties of any assistant-overseer or collector of poor rates appointed by the vestries of the parishes or townships of Godley, Hyde and Newton, or the Guardians of the Ashton-under-Lyne and Stockport Unions, and of the power of the Guardians to appoint collectors of poor rates in respect of the said parishes or townships, and for the compensation to be made to any assistant-overseer and any collector of poor rates in respect of loss of office, and to enable the Local Government Board to prescribe one form of rate to include all rates leviable by the Corporation or the overseers for the townships within the borough.

To enable the Corporation to insert in the rate books all new buildings erected during the currency of any assessment or rate, and to levy all rates and rents leviable by them by such number of instalments as may be prescribed by the Bill, and to enable the Corporation to recover all rates leviable by them as poor rates, and to extend the limits imposed by the Public Libraries Acts, 1892 and 1893, and to authorize the levying of increased rates for the purpose of those Acts.

To authorize the Corporation to borrow money for all or any of the purposes of the intended Act, and for and in relation to tramways, park, hospital, town hall, police court and mortuary and street improvements, and to charge the moneys so proposed to be borrowed and the interest thereon, on the borough fund and borough rate, the district fund and general district rate, or other local rates, and the estates, undertakings, tolls, rates, rents, revenue and other property of the Corporation, or any of such securities, and to execute and grant mortgages, debentures, debenture stock and annuities in respect thereof, and to authorize the Corporation to apply any of the funds or any money borrowed, or authorized to be borrowed, under former Acts, to all or any of the purposes of the intended Act, and to extend the powers of the Corporation in regard to borrowing under the Public Health Act, 1875, and to provide for the application of the revenue from the tramway undertaking, and to provide for any deficiency being made good out of the borough fund.

To authorize the Corporation to raise money by the issue of bills, and to provide for equating the periods within which the several existing and future loans of the Corporation are to be repaid, and to authorize the Corporation to subscribe to the Hyde Nursing Association and Hyde Emergency and Accident Hospital.

To empower the Corporation to use one form of mortgage in respect of all loans raised by them, and to secure the repayment of such loans upon all rates, revenues and property of or leviable by the Corporation, and to make further and better provision in regard to the borrowing of money and the finance of the borough.

To authorize the Corporation to grant gratuities and allowances to persons in their employ in certain cases.

To enable the Corporation to appropriate for any of the purposes of the intended Act, or any other Act, any lands for the time being vested in them, and not required for the purposes for which they were acquired, and in particular to appropriate for hospital purposes under the Public Health Acts the lands known as Duffas, belonging to the Corporation, and thereon to erect a hospital.

To provide for the laying of informations and complaints and for the evidence of appointments of any officer of the Corporation and for the giving and service of notices, as to the recovery of penalties, for the settlement of damages by Justices, for the payment of penalties to the Treasurer, and that notwithstanding the provisions of the Gaming Houses Act, 1854, the whole of the penalties under that Act on information laid by the borough Police shall be paid to the Corporation, and that all penalties imposed by the Justices of the borough not otherwise allocated by any general or special Act shall be paid to the Corporation, and not to the County Council.

To incorporate with amendments all or some of the provisions of the Public Health Acts, the Municipal Corporations Acts, the Local Government Acts, the Waterworks Clauses Acts, the Local Loans Act, the Tramways Act (1870), the Towns Police Clauses Acts, the Infectious Disease Notification Act, and all other Acts (public or local) affecting Urban Sanitary Authorities, with such modifications as may be contained in the Bill.

To alter, amend, extend, enlarge, repeal or reenact with or without amendment all or some of the provisions of the following local Acts:—The Hyde Local Board (Waterworks) Act, 1870; the Hyde Provisional Order, 1877; and the Act of 40 and 41 Vic., ch. 22, confirming the same, and the Hyde Provisional Order, 1895, and the Act of 58 and 59 Vict., ch. 87, confirming the same.

Printed copies of the proposed 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, 1902.

THOMAS BROWNSON, Town Clerk, Hyde,
Solicitor for the Bill.

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

Board of Trade.—Session 1903.

BOSCOMBE AND BOURNEMOUTH PIERS.

(Purchase of Undertaking of Boscombe Pier Company Limited by the Corporation of Bournemouth; Transfer of Property and Liabilities of Boscombe Pier Company Limited to the Corporation; Confirmation of Agreement; Maintenance of Boscombe Pier; Construction of Pavilions and Buildings thereon; Provision of Music and Entertainments on Boscombe and Bournemouth Piers; Power to Lease Undertaking of Boscombe Pier; Levying, Repeal, and Alteration of Tolls; Borrowing powers; Bye-laws and Management; Restricting Use of Pier; Licensing Porters; Constables; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by or on behalf of the Mayor, Aldermen and Burgesses of the county borough of Bournemouth (hereinafter referred to as "the Corporation") for a Provisional Order pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861 (Amend-

ment) Act, for the following purposes or some of them, that is to say:—

As to Boscombe Pier.

1. To transfer to and vest in, or to provide for transferring to and vesting in the Corporation, the undertaking pier, works, property, rights, powers, privileges and authorities of the Boscombe Pier Company Limited, hereinafter referred to as the Company.

2. To confirm the agreement made between the Company and the Corporation, dated the 7th day of October, 1902, and to make provision for carrying the same into effect.

3. To empower the Corporation to exercise all or any of the powers conferred upon the Company by the Boscombe Pier Orders, 1887, 1889 and 1891, and to discharge the Company as to the future from their obligations under those Orders.

4. To provide that the Boscombe Pier and property to be transferred to the Corporation shall form part of the pier undertakings of the Corporation, and to apply to the Boscombe Pier any of the powers and rights now possessed by the Corporation in respect of the Bournemouth Pier.

5. To authorize the Corporation to borrow money for all or any of the purposes of the proposed Order, and for paying the purchase money payable under the said agreement, and to charge the same upon the revenues of their pier undertakings or either of them, or upon any funds or rates of the Corporation, and to provide for the payment of any deficiency in the revenue of the pier undertaking.

6. To empower the Corporation to make and maintain the works hereinafter described, or some part or parts thereof (that is to say):—

(a) To maintain, improve, and strengthen the pier, or any part or parts thereof, and to construct such works as the Corporation may think necessary for securing the stability of the pier and buildings thereon.

(b) To erect, alter, and maintain on the said pier or the approaches thereto, or upon any lands acquired by the undertakers, pavilions, concert rooms, refreshment rooms, and other rooms, shelters, lavatories, buildings and conveniences, toll-houses, gates, sewers, drains, and other works requisite or expedient in connection therewith.

(c) To construct or place and maintain landing stages, steps, mooring buoys, and other conveniences on and in connection with the said pier.

(d) To dredge, scour, and deepen from time to time the bed and shore of the sea at and near any part of the existing pier and any extension thereof, and to appropriate any rock, sand, mud, and other material so dug or excavated, and generally to use the same for the support and maintenance of the pier.

7. To levy tolls, rates, duties, and charges upon or in respect of the pier, works, buildings, rooms and conveniences; to vary, alter, or repeal existing tolls, rates, duties, and charges; to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to issue pass tickets to persons for the use of the pier on such terms as may be prescribed by the Order.

8. To empower the Corporation to close the pier on certain days and to make special and increased charges on those days.

9. To enable the Corporation to provide, and pay for or contribute towards the payment of bands of music or other entertainments on the piers, or in pavilions on the piers, and to authorize an additional charge for admission in respect thereof.

10. To make, alter, vary, and rescind bye-laws, rules, and regulations for the management,

working, use, regulation, and protection of the pier, works, buildings, rooms and conveniences, and regulation and control of vessels, persons, animals, goods, and vehicles using, frequenting, or resorting to the same, and the conduct of officers and servants of the Corporation; to restrict the use of the pier to the purposes of promenade, and for pleasure traffic, and to restrict or prohibit the embarking or disembarking of goods and merchandise, other than passengers' luggage thereat, and to impose penalties for the breach or non-observance of any such bye-laws, rules and regulations, and to appoint and remove piermasters, constables, and other officers and servants, and the Order will define the limits within which the powers of such piermasters, constables, officers, and servants may be exercised, and will provide for the apprehension of offenders whose name and residence cannot be ascertained.

11. To lease from time to time the tolls, rates, duties, charges, property, works, buildings, rooms, and conveniences (all hereinafter referred to as "the Undertaking") or any or either of them, or any part or parts thereof to such Company, body, person, or persons upon such terms and conditions, pecuniary or otherwise, and under and subject to such restrictions and regulations as they think fit, and to vest in such lessee or lessees during the continuance of any lease all or any of the powers, rights, privileges, and authorities of the Corporation, whether with reference to the carrying on of the undertaking, the levying, recovery, and enforcing of rents, tolls, rates, duties, charges, damages, and penalties, or otherwise.

12. To provide that the pier shall for all purposes be within the borough of Bournemouth.

13. To license porters, messengers, boatmen and others who may use the pier.

As to Bournemouth Pier.

14. To amend the Bournemouth Pier Order, 1892, with respect to the number of days on which the pier may be closed to the public, and the charges that may be made for admission on those days.

15. To amend, increase, or alter the tolls, dues, and charges that may be levied or made in respect of the pier and admission thereto, or to any buildings or enclosures thereon.

16. To authorize the Corporation to maintain, improve, and strengthen the pier or any part or parts thereof, and to construct such works as the Corporation may think necessary for securing or increasing the stability of the pier and the buildings thereon.

17. To enable the Corporation to provide and pay for or contribute towards the payment of bands of music or other entertainments on the pier or in pavilions on the pier, and to authorize an additional charge for admission in respect thereof.

18. To authorize the Corporation to issue pass tickets to persons for the use of the pier upon such terms as may be prescribed by the Order.

19. To appoint piermasters, constables, and other officers and servants, to define their duties, and to provide for the apprehension of offenders whose names and addresses cannot be ascertained.

20. To license porters, messengers, boatmen and others who may use the pier.

Generally.

21. To incorporate with the intended Order all or some of the provisions of the Harbour, Docks, and Piers Clauses Act, 1847, and the Harbours and Passing Tolls, &c., Act, 1861.

22. To alter, vary, and repeal any rights and privileges which would be inconsistent with the objects of the Order, and to confer other rights and privileges, and so far as may be necessary

for the purposes of the Order to repeal, alter, or amend the Bournemouth Improvement Act, 1856, and any other Act or Order relating to the Corporation, and to amend, alter, or repeal the Boscombe Pier Orders relating to the Company aforesaid.

And Notice is also hereby given, that on or before the 30th day of November instant, a copy of this notice will be deposited with the Town Clerk of Bournemouth at his office at Bournemouth, and at the Custom House at Poole, in the county of Dorset, at the office of the Board of Trade, Whitehall Gardens, London, in the Private Bill Office, House of Commons, and in the office of the Clerk of Parliaments, House of Lords.

On and after the 23rd 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 13th day of November, 1902.

GEO. WM. BAILEY, Town Clerk, Bournemouth;

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

In Parliament.—Session 1903.

OLDHAM CORPORATION.

(Purchase of Deanhead Reservoir, and Dissolution of Commissioners thereof; Construction of New and Alteration of Existing Waterworks in the West Riding of the County of York; New Road; Diversion of Roads and Footpaths; Stopping up of Roads and Footpaths; Diversion of Streams and Waters; Exemption from section 92 of the Lands Clauses Consolidation Act, 1845; Powers as to Superfluous Lands; Compulsory Purchase of Lands including Commonable Lands; Purchase of Lands by Agreement for better Protection of Drainage Areas; Construction and Laying of Water Mains and Pipes through Roads, Streets, Lands and Premises and Compulsory Easements therefor; Bye-laws for Preventing Waste, &c., of Water, and for securing Purity; Power to accept Transfers of Electric Lighting Undertakings; Application of Funds; Borrowing of Money; Incorporation and Amendment of Acts. &c.)

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 county borough of Oldham (hereinafter referred to as "the Corporation") for an Act for all or some of the following objects and purposes (that is to say):—

1. To enable the Corporation to purchase and to hold and maintain as part of their waterworks the existing Deanhead Reservoir and the works and lands belonging thereto, or connected therewith, situate on Deanhead Clough, and wholly in the urban district and parish of Scammonden, in the West Riding of the county of York, and to authorize and empower the Commissioners of the Deanhead Reservoir to sell and convey the said reservoir, works, and lands to the Corporation, and if thought fit, to provide for the dissolution of the said Commissioners, and the winding up of their affairs, and the transfer to the Corporation of all or any of their property, rights, powers, and privileges, duties and liabilities, and to amend, and if need be repeal, all or some of the provisions of the Acts of 1 and 2 Vict., cap. 64, 4 and 5 Vict., cap. 60, and the Deanhead Commissioners Act, 1889, and to empower the Corporation and the Commissioners to enter into and carry into effect agreements for any of the above objects, and to make such provisions as may be deemed necessary or expedient for effecting such objects, or some of them, and the Bill will, or may, confirm any

such agreements, as aforesaid, which may have been or may hereafter be entered into.

2. To empower the Corporation to make and maintain in the West Riding of the county of York the following waterworks and all other necessary works connected therewith (that is to say):—

(1) The enlargement of the said Deanhead Reservoir by the raising of the existing embankment of the said reservoir, which embankment, when raised, will be 377 yards or thereabouts in length. The said reservoir when enlarged will extend from the north-westerly end of the said existing embankment, in a south-westerly direction, for a distance of 638 yards or thereabouts, measured in a straight line to, and will terminate in the Deanhead Clough (sometimes called or known in parts of its course as Black Burne or Blackbrook, but in this Notice referred to throughout as "Deanhead Clough") at a point 53 yards or thereabouts, measured in a straight line in a south-westerly direction from the junction of the said Deanhead Clough with the top water-level of the existing Deanhead Reservoir. The said enlargement will be wholly situate in the said urban district and parish of Scammonden.

(2) A reservoir ("West Carr Reservoir") wholly situate in the said urban district and parish to be situate on Deanhead Clough, to be formed by an embankment across the said clough, about 392 yards in length from south-east to north-west, crossing the said brook at a point 39 yards or thereabouts, measured in a straight line in an easterly direction from the footbridge across the said Clough, carrying the footpath leading from the farmhouse and buildings known as West Carr to the farmhouse and buildings known as Wormald, which intended reservoir will extend in a south-westerly direction from the said embankment to a point on the said Deanhead Clough at or near the foot of the outer slope of the existing Deanhead Reservoir embankment.

(3) A reservoir ("Eastwood Reservoir") wholly situate in the said urban district and parish, to be situate on Deanhead Clough and Stubbing Clough to be formed by an embankment across the said Deanhead Clough about 202 yards in length, from south-east to north-west, crossing the said Clough at a point 7 yards or thereabouts, measured in a straight line in a south-westerly direction, from the bridge across the said Clough known as Eastwood Bridge at Middle Mill, which intended reservoir will extend from the said embankment, for a distance of 506 yards or thereabouts measured in a straight line in a south-westerly direction.

(4) An aqueduct, conduit, or line of pipes wholly situate in the said urban district and parish, to commence at and in Deanhead Clough aforesaid, at a point 258 yards or thereabouts measured in a straight line in a north-easterly direction, from the junction of Great Clough with Deanhead Clough and to terminate in Deanhead Clough at a point 145 yards or thereabouts measured in a straight line in an easterly direction, from the footbridge across the said Clough carrying the footpath leading from the farmhouse and buildings known as West Carr to the farmhouse and buildings known as Wormald.

(5) An aqueduct, tunnel, conduit, or line of pipes wholly situate in the said urban district and parish, to commence at or near the end of the existing discharge, culvert, or outlet at the foot of the outer slope of the existing Deanhead Reservoir embankment, and to terminate by a junction with the intended aqueduct, conduit, or line of pipes (4) above described, at a point 62 yards or thereabouts measured in a straight line in a northerly direction from the said point of commencement, and 30 yards or thereabouts

measured in a straight line in a north-westerly direction from the footbridge across Deanhead Clough, carrying the footpath leading from the farmhouse and buildings known as Lane End to the farmhouse and buildings known as Lower Head Gate.

(6) An aqueduct, tunnel, conduit, or line of pipes wholly situate in the said urban district and parish, to commence in the Deanhead Clough, in the intended West Carr Reservoir (2) before described at a point 44 yards or thereabouts measured in a straight line in a south-westerly direction, from the footbridge across Deanhead Clough carrying the footpath leading from the farmhouse and buildings known as West Carr to the farmhouse and buildings known as Wormald, and to terminate by a junction with the intended aqueduct, conduit, or line of pipes (8), hereinafter described, at a point 175 yards or thereabouts measured in a straight line in an easterly direction from the same footbridge.

(7) An aqueduct, tunnel, conduit, or line of pipes, wholly situate in the said urban district and parish, to commence in Deanhead Clough, in the intended Eastwood Reservoir, (3) at a point 82 yards or thereabouts measured in a straight line in a westerly direction, from the bridge called Eastwood Bridge, across the said Clough at Middle Mill, and to terminate in Deanhead Clough at a point 75 yards or thereabouts, measured in a straight line in a northerly direction from the same bridge.

(8) An aqueduct, conduit, or line of pipes, wholly situate in the said urban district and parish, to commence at a point 142 yards or thereabouts measured in an easterly direction, from the south-east corner of St. Bartholomew's Church, in the stream which runs immediately to the north-east of that church and into Deanhead Clough, and to terminate by a junction with the intended aqueduct, tunnel, conduit, or line of pipes (13), hereinafter described, at its point of commencement as also hereinafter described.

(9) An aqueduct, conduit, or line of pipes to commence in the urban district and parish of Barkisland, in the stream known as Hey House Clough, at a point 33 yards or thereabouts measured in a straight line in a north-westerly direction, from the north-west corner of the house called Lower Hey House, and to terminate in the said urban district and parish of Scammonden, in the intended Eastwood Reservoir, (3) at a point 77 yards or thereabouts measured in a straight line in a north-westerly direction from the bridge called Eastwood Bridge, crossing Deanhead Clough at Middle Mill, and 100 yards or thereabouts, measured in a straight line in a north-easterly direction from the bridge across the same Clough called Upper Mill Bridge.

(10) An aqueduct, conduit, or line of pipes, wholly situate in the said urban district and parish of Scammonden, to commence in the stream called Lumb Clough, at a point 147 yards or thereabouts measured in a straight line in an easterly direction, from the east corner of the farmhouse and buildings known as White Lee, and to terminate by a junction with the aqueduct, tunnel, conduit, or line of pipes (13), hereinafter described, at its point of commencement, as also hereinafter described.

(11) An aqueduct, conduit, or line of pipes, wholly situate in the said urban district and parish of Scammonden, to commence at or in the intended Eastwood Reservoir (3), at a point 111 yards or thereabouts measured in a straight line in a south-easterly direction, from the bridge called Eastwood Bridge, crossing Deanhead Clough at Middle Mill, and to terminate in Deanhead Clough, at a point 85 yards or thereabouts,

measured in a straight line in a northerly direction, from the same bridge.

(12) An aqueduct, conduit, or line of pipes, wholly situate in the said urban district and parish of Scammonden, to commence in the stream called Lumb Clough at a point 122 yards or thereabouts, measured in a straight line in a north-easterly direction from the north corner of the farmhouse and buildings known as White Lee, and to terminate in the intended Eastwood Reservoir (3) at a point 112 yards or thereabouts, measured in a straight line in a south-easterly direction, from Eastwood Bridge aforesaid, and 151 yards or thereabouts, measured in a straight line, in a south-easterly direction from the Upper Mill Bridge aforesaid.

(13) An aqueduct, tunnel, conduit, or line of pipes, to commence in the said urban district and parish of Scammonden, at a point in the footpath leading from the farmhouse and buildings known as the Stone Stile, to the farmhouse and buildings known as Wormald, which point is 136 yards or thereabouts, measured in a straight line in a westerly direction, from the west corner of the farmhouse and buildings known as the Stone Stile, and to terminate in the urban district and parish of Saddleworth, in Cudworth Clough at a point 20 yards or thereabouts, measured in a straight line in a northerly direction from the junction of the said Cudworth Clough with the settling basin at the most northerly end of the existing Castleshaw Upper Reservoir of the Corporation, which intended aqueduct, tunnel, conduit, or line of pipes, will be made or pass from, in, through, under, over or into the urban districts and parishes of Scammonden, Slaithwaite, Marsden, and Saddleworth.

(14) A diversion, wholly situate in the said urban district and parish of Scammonden, of the road or lane crossing Deanhead Clough and connecting West Carr-lane with the road or lane near to the house called Lane Side on the north side of the same Clough, such diversion to commence at a point 9 yards or thereabouts, measured in a straight line in a northerly direction along the road to be so diverted from its junction with West Carr-lane, near Lane End, and to terminate at a point 28 yards or thereabouts, measured in a straight line in a westerly direction along the road to be so diverted, from the most northerly corner of the house called Lane Side.

(15) A road, wholly situate in the said urban district and parish of Scammonden, to commence at a point in the road leading from the bridge called Eastwood Bridge, crossing Deanhead Clough at Middle Mill, to the road known as Sledge Gate and Low Platt-lane, which point is 190 yards or thereabouts, measured in a straight line in an easterly direction from the same bridge, to pass over the embankment of the intended Eastwood Reservoir, (3) and to terminate at a point 3 yards or thereabouts, measured in a south-easterly direction, from the most south-easterly corner of the farmhouse and buildings known as Bank.

3. To empower the Corporation to make and maintain all such cuts, channels, adits, catchwaters, aqueducts, culverts, tunnels, drains, sluices, bywashes, weirs, gauges, reservoirs, wells, tanks, filter-beds, filters, embankments, bridges, roads, approaches, telegraphic and telephonic apparatus, engines, machinery, and appliances as may be necessary or convenient in connection with the before mentioned works or any of them.

4. It is proposed to take for the intended works certain lands being or reputed to be commonable lands of which the following are the particulars.

Works for which the lauds will be taken.	Names by which the lands are known.	Parish in which the lands are situate.	Quantity within limits of deviation.			Estimated quantity to be taken.		
			A.	R.	P.	A.	R.	P.
Aqueduct, Tunnel, Conduit or line of pipes (Work No. 13 before described)	Burne Moss Knowl Pasture Garside Hey Hatter Lee Stack End Stotley Moss Hey Green Pits Short Grain Wicking Green Close Moss	Marsden, in the West Riding of the county of York	160	0	0	35	0	0
	Blea Green Millstone Edge Castleshaw Moor	Saddleworth, in the West Riding of the county of York	40	0	0	8	0	0

5. To incorporate with the Bill and to apply to the aforesaid works or any of them the provisions or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof.

6. To empower the Corporation to deviate laterally from the lines or vertically from the levels, of the aforesaid works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned or specified in the Bill.

7. To empower the Corporation from time to time to cross, open or break up, alter, divert, or stop up or otherwise interfere with, either temporarily or permanently, any turnpike or other roads, lanes, streets, highways, footpaths, bridges, rivers, canals, towing-paths, streams, water-courses, sewers, drains, railways, tramways, navigations, gas, water and other pipes, and telegraph or other electric apparatus, or other works within the urban districts, parishes and places aforesaid.

8. To empower the Corporation to purchase and acquire compulsorily or by agreement, and to hold lands, houses, buildings, rights of water and other hereditaments within the urban districts, parishes, and places aforesaid, or terms, estates, interests, easements, rights, or privileges in, over, or affecting the same, and to sell and dispose of or let on lease any such lands, houses, and property, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, or take, as aforesaid.

9. To enable the Corporation to appropriate to all or any of the purposes of the Bill any lands for the time being vested in them.

10. To enable the Corporation to divert, collect, impound, take and use in their existing or proposed works, or any enlargement thereof, all such streams and waters as will or may be intercepted by such works, or as may be found on, in or under any of the lands for the time being belonging to the Corporation, or over or in respect of which they have or may acquire easements, and especially the following springs, streams and waters, namely:—

The springs and streams called or known as Great Clough, South Strines Clough, Sprutman Clough, Head Clough, Stubbing Clough, Lumb Clough, Spring Clough, Hey House Clough, and Deanhead Clough, which now flow into the River Calder, the Calder and Hebble Navigation, the River Aire, the Aire and Calder Navigation,

the Knottingley and Goole Canal, the Selby Canal, the River Ouse, the River Humber, and thence into the German Ocean, or some or one of them.

11. To make provision with respect to the quantity or amount of compensation (in water or otherwise) to be given by the Corporation in respect to 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.

12. To empower the Corporation to provide water mains and pipes and water meters, and to lay down, construct, maintain, and from time to time to inspect and renew any mains or lines of pipes used for conveying and distributing water into, through, or under roads, streets, lands, or premises within the borough of Oldham, or at any place or places within the areas of the respective districts of the Corporation for the supply of water, and to create, and acquire permanent easements or wayleaves in or over lands or premises traversed by such conduits, mains, and pipes, or compulsorily to take and purchase such lands and premises absolutely.

13. To empower the Corporation to purchase and take by compulsion or agreement for the purposes of the protection from pollution, contamination, fouling, or discoloration of the waters which they are empowered to take and for other the purposes of the intended works, all or some of the lands, houses, and buildings within the drainage area of the Deanhead Reservoir and the rivers, streams, and tributaries before mentioned, the waters of which said rivers and their respective tributaries and streams are or may be impounded by the Deanhead Reservoir and the intended works of the Corporation, all which lands, houses, and buildings so proposed to be taken are situate within the urban districts and parishes of Scammonden, Barkisland, Saddleworth, Slaithwaite, and Marsden, in the West Riding of the county of York.

14. To empower the Corporation to purchase and acquire by agreement lands, hereditaments, and premises for the improvement and protection from contamination of the respective drainage areas of their waterworks Undertakings.

15. To empower the Corporation to hold any lands acquired under the provisions of the intended Act free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to sell, lease, and dispose of any lands acquired by them, 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.

16. To exempt the Corporation from the provisions of section 92 of the Lands Clauses Consolidation Act, 1845, with respect to all or some of the lands to be acquired by them under the powers of the intended Act.

17. To empower the Corporation to discharge water from any of the intended works into any rivers, streams, or watercourses on the line thereof, or near thereto, or with which such works may be made to communicate.

18. To make such provisions as may have been or may be agreed upon, or as may be prescribed or authorized by the intended Act, 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 Act, and of their property, rights, and interests, and to authorize or confirm or give effect to any arrangements or agreements which may have been or may be entered into between the Corporation and such landowners and millowners and other persons and bodies or some or any of them.

19. To empower the Corporation, on the one hand, and any local authority, company or person, on the other hand, to enter into and carry into effect agreements with reference to the drainage of any lands from or over which any water authorized to be taken by the Corporation flows, and for more effectually collecting, conveying and preserving the purity of such water, and to authorize the Corporation to purchase lands and construct works for those purposes.

20. To empower the Corporation to make bye-laws and regulations for securing the purity of any water authorized to be taken by them, and for preventing waste and misuse of water, and for prescribing the area over which such bye-laws and regulations shall be in force.

21. To constitute the waterworks and other works and things proposed to be authorized by the intended Act a 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 waterworks of the Corporation to the waterworks and other works so proposed to be authorized.

22. To authorize and empower the Corporation to take and accept transfers of authorized electric lighting Provisional Orders or Undertakings.

23. To authorize the Corporation to borrow money for and in connection with the purchase of the said Deanhead Reservoir, and the execution of the works proposed to be authorized by the intended Act, and for any other the purposes of the intended Act and of the Corporation for which capital moneys may be properly expended, and to charge the same on the borough fund and borough rate, and the Undertakings, estates, rates, revenues and property of the Corporation, or any of such securities, and to execute and grant mortgages or to create and issue Corporation stock in respect thereof, and to authorize the Corporation to apply any of their Corporate funds or other moneys authorized to be raised to all or any of the purposes of the intended Act, and to make provision for the investment of sinking funds.

24. 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 and privileges.

25. To repeal or amend so far as may be necessary for any of the purposes of the Bill the

provisions or some of the provisions of the several local and personal Acts following, or some of them (that is to say):—The Oldham Borough Improvement Act, 1865, The Oldham Corporation Waterworks, &c., Act, 1870, The Oldham Corporation Water Act, 1875, The Oldham Improvement Act, 1880, The Oldham Corporation Act, 1886, The Oldham Corporation Act, 1899, The Oldham Corporation Act, 1900, and any other Act or Acts and Orders confirmed by Parliament relating directly or indirectly to the Corporation; and 1 and 2 Vict., cap. 64, and 4 and 5 Vict., cap. 60, and the Deanhead Commissioners Act, 1889, and any other Act or Acts relating to the Commissioners of the Deanhead Reservoir, or to that reservoir.

And notice is hereby given, that on or before the 29th day of November, 1902, plans and sections of the works proposed to be authorized by the intended Act, and of the lands intended to be acquired compulsorily under the powers of the Bill, with a book of reference thereto, 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 said West Riding, at his office at Wakefield, in that Riding, and that, on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to the respective parishes or urban districts of Barkisland, Scammonden, Slaithwaite, Marsden, and Saddleworth, in or through which the intended works or any part or parts thereof will be made, 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 Clerk to each such Urban District Council, at his office and at the offices of the Town Clerk, in the Town Hall, Oldham.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1902.

A. NICHOLSON, Town Clerk, Oldham.

LEWIN, GREGORY, and ANDERSON, 6, the Sanctuary, Westminster, Parliamentary Agents.

In the Light Railway Commission.

The Light Railways Act, 1896.

CALLINGTON LIGHT RAILWAY.

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners, by the Light Railways Development Company Limited, in the present month of November, for an Order to extend the periods respectively limited by the Callington Light Railway Order, 1900, for the compulsory purchase of the lands required for, and for the completion of the works authorized by that Order, and so far as may be necessary or expedient for effecting those purposes, to amend or extend the provisions of the said Order.

Copies of the draft proposed Order can be obtained on and after the 29th day of the present month at the offices of the undersigned, at the price of one shilling each.

Objections to the application should be made in writing, addressed to the Secretary to the Light Railway Commission, 54, Parliament-street, Westminster, and a copy sent to the undersigned.

Dated this 19th day of November, 1902.

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

EDWARD L. MARSACK, Callington, Solicitor,

For and on behalf of the Light Railways Development Company Limited,

In Parliament.—Session 1903.

SUTTON COLDFIELD CORPORATION.

(New Tramways in Parish and Borough of Sutton Coldfield and in the Parish and Urban District of Erdington, in the County of Warwick; to be worked by Electrical and other Mechanical Power and Animal Power with all Incidental Powers; Widenings of Roads; Power to Sutton Coldfield Corporation to run Carriages on their Tramways and to take charges for the use thereof; Power to Board of Trade to extend time for Construction of the Proposed Tramways; Supply of Electricity in Bulk outside Borough; Agreements with Local Authorities and others; Supply of Electrical Fittings; Discounts on Electrical Charges; Bye-laws as to Electric Fittings; Powers as to Infectious Diseases; Penalties for Selling Milk of Diseased Cows, and Powers for Dealing with Tuberculosis in Cows; Powers as to Buildings and Streets and Sanitary Matters; Powers with regard to Sky Signs and Hoardings, Police and Street Traffic and Hackney Carriages; Borrowing Powers; Raising and Application of Moneys; Application of Revenue of Tramway Undertaking; Power to grant Gratuities to Officers injured in Services of Corporation; Bye-laws; Penalties; Incorporation; Amendment and Repeal of Acts.)

NOTICE is hereby given, that the Mayor, Aldermen and Burgesses of the borough of Sutton Coldfield (hereinafter referred to as "the Corporation") 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 Corporation to form, lay down and maintain within the parish and borough of Sutton Coldfield and the parish and urban district of Erdington, in the county of Warwick, 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 Corporation'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 as follows (that is to say):—

Tramway No. 1.—Double line, 2 miles 1 furlong 6·06 chains in length, commencing in the Birmingham-road at the boundary of the urban district of Erdington by a junction with the authorized tramways of the Erdington Urban District Council, and proceeding thence in a northerly direction along the Birmingham-road,

the Parade, and Mill-street, and terminating therein at its junction with High-street.

Tramway No. 2.—Double line, 3 miles 0 furlongs 7·8 chains in length, commencing in High-street at its junction with Mill-street by a junction with Tramway No. 1 at its point of termination, and proceeding thence in a northerly direction along High-street and Lichfield-road, and terminating therein at the boundary of the parish of Shenstone, in the rural district of Lichfield.

Tramway No. 3.—1 mile 5 furlongs 7·30 chains in length, of which 4 furlongs 3·20 chains will be double and 9 furlongs 4·10 chains will be single, commencing in Gravelly-lane at the boundary of the urban district of Erdington by a junction with the authorized tramways of the Erdington Urban District Council, and proceeding in a northerly direction along Gravelly-lane and Boldmere-road, thence in an easterly direction along Jockey-road and terminating in the Birmingham-road at a point 0·65 chain north of its intersection with Jockey-road by a junction with Tramway No. 1.

Tramway No. 3a.—Double line 1·50 chains in length, commencing in Jockey-road at a point 1·15 chains west of its intersection with the Birmingham-road by a junction with Tramway No. 3, proceeding thence in a south-easterly direction, and terminating in the Birmingham-road at a point 1·15 chains south of its intersection with Jockey-road by a junction with Tramway No. 1.

Tramway No. 4.—3 furlongs 1·50 chains in length, of which 1 furlong 1·90 chains will be double, and 1 furlong 9·60 chains will be single, commencing in Birmingham-road at a point 0·85 chains north of its intersection with Chester-road by a junction with the authorized tramways of the Erdington Urban District Council, and proceeding in a north-westerly direction along Chester-road, and terminating in Boldmere-road at a point 3·00 chains north of its intersection with Chester-road, by a junction with Tramway No. 3.

Tramway No. 5.—Double line 2·00 chains in length, commencing in Chester-road at a point 1·40 chains east of its intersection with Gravelly-lane by a junction with Tramway No. 4, proceeding thence in a south-westerly direction, and terminating in Gravelly-lane at a point 1·00 chain south of its intersection with Chester-road by a junction with Tramway No. 3.

Tramway No. 6.—Double line 1·75 chains in length, commencing in Birmingham-road at a point 1·00 chain south of its intersection with Chester-road by a junction with the authorized tramways of the Erdington Urban District Council, and proceeding in a north-westerly direction and terminating in Chester-road at a point 1·00 chain west of its intersection with the Birmingham-road by the junction with Tramway No. 4.

Tramway No. 7.—1 furlong 3·20 chains in length, of which 3 chains will be double and 1 furlong 0·20 chain will be single, commencing in The Parade at a point 1·40 chains north of its intersection with Newhall-street by a junction with Tramway No. 1, and proceeding thence in a northerly direction along Lower Parade, and terminating in Mill-street at a point 2·10 chains north of its intersection with Station-street, by a junction with Tramway No. 1.

Tramway No. 8.—Single line 2·00 chains in length, commencing in Lower Parade at a point 1·40 chains south of its intersection with

Victoria-road by a junction with Tramway No. 7, proceeding thence in a north-easterly direction, and terminating in Victoria-road at a point 0.25 chain north-west of its intersection with Trinity-hill by a junction with Tramway No. 9.

Tramway No. 9.—3 furlongs 5.00 chains in length, of which 1 furlong 4.70 chains will be double, and 2 furlongs 0.30 chain will be single, commencing in Lower-parade at a point 1.80 chains north-west of its intersection with Trinity-hill by a junction with Tramway No. 7, proceeding thence first in a south-easterly and thence in a north-easterly direction along Victoria-road, thence in a north-easterly and afterwards in a south-easterly direction along Coleshill-road, and terminating in that road at a point 6.50 chains south-east of its intersection with Riland-road.

The whole of the said tramways above described will be situate in the parish and borough of Sutton Coldfield, in the county of Warwick, except a portion of Tramway No. 4 and the whole of Tramway No. 6, which will be situate in the parish and urban district of Erdington, in the said county.

3. All of the proposed tramways will be constructed on a gauge of 3 feet 6 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. 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 street 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 Birmingham-road, The Parade, and Mill-street, on both sides thereof, for the entire length of the tramway.

Tramway No. 2.

In High-street and Lichfield-road:—

(1) On both sides thereof from the commencement of the tramway for a distance of 7 furlongs 9.40 chains.

In Lichfield-road:—

(2) On the east side thereof from the intersection of Wentworth-road to a point 3 chains south thereof.

(3) On the east side thereof from its intersection with Jordan-road, for a distance of 2 chains north thereof.

(4) On both sides thereof from a point 2 chains north of the intersection of Jordan-road to the termination of the tramway.

Tramway No. 3.

In Gravelly-lane:—

(1) On both sides thereof between points respectively 3 chains and 5.5 chains north-east of the boundary of the Erdington Urban District.

In Boldmere-road:—

(1) On both sides thereof between points respectively 2.5 chains and 5.0 chains south of Sheffield-road.

(2) On the west side thereof from a point 2.5 chains south of its intersection with Sheffield-road to a point 1.60 chains south of its intersection with Church-road.

(3) On both sides thereof from a point 1.60 chains south of its intersection with Church-road to a point 2.40 chains north of its intersection with Church-road.

(4) On the west side thereof from a point 2.4 chains north of its intersection with Church-

road to a point 5 chains north of its intersection with Station-road.

(5) On both sides thereof between points respectively 5 chains and 8 chains north of its intersection with Station-road.

(6) On the west side thereof from a point 8 chains north of its intersection with Station-road to a point 2.35 chains south of its intersection with Jockey-road.

(7) On both sides thereof from the intersection of Jockey-road to a point 2.35 chains south thereof.

In Jockey-road:—

(1) On both sides thereof from its intersection with Boldmere-road to a point 2.35 chains east thereof.

(2) On the north-west side thereof from between points respectively 2.35 chains and 1 furlong 8.75 chains east of its intersection with Boldmere-road.

(3) On both sides thereof from between points respectively 1 furlong 8.75 chains and 2 furlongs 5.25 chains east of its intersection with Boldmere-road.

(4) On the north-west side thereof from a point 1 mile 3 furlongs from the commencement of the tramway to a point 2.5 chains south-west of the intersection of Jockey-road with Somerville-road.

(5) On both sides thereof from between a point 2.5 chains south-west of its intersection with Somerville-road to the termination of the tramway.

Tramway No. 4.

In Chester-road:—

(1) On both sides thereof from the intersection of Birmingham-road to a point 2.5 chains north-west thereof.

(2) On both sides thereof from the intersection of Green-lanes to a point 3 chains north-west thereof.

(3) On both sides thereof from the intersection of Gravelly-lane to a point 3.50 chains south-east thereof.

In Boldmere-road:—

On the east side thereof from the intersection of Gravelly-lane to the termination of the tramway.

Tramway No. 5.

In Chester-road, on the south side thereof, and in Gravelly-lane on the east side, for the entire length of the tramway.

Tramway No. 6.

In Birmingham-road on the west side thereof, and in Chester-road on the south side thereof, for the entire length of the tramway.

Tramway No. 7.

In Lower-parade:—

(1) On the east-side thereof from the commencement of the tramway for a distance of 1.5 chains.

(2) On both sides thereof between points respectively 1.5 chains and 1 furlong north of the commencement of the tramway.

Tramway No. 9.

In Victoria-road on both sides thereof, between points respectively 1 furlong 3.30 chains and 1 furlong 6.30 chains south-east of the commencement of the tramway.

In Coleshill-road on both sides thereof from a point 3 chains north-east of its intersection with Upper Holland-road to its intersection with Riland-road.

4. The motive power to be used on the proposed tramways will be electrical or any mechanical power, or animal power, or partly one and partly another of such powers.

5. To empower the Corporation 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 borough of Sutton Coldfield (hereinafter called "the Borough") which may for the time being be connected with any of the Corporation'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 Corporation 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 borough which may for the time being be connected with any of the Corporation's tramways, or for connecting any portions of the said tramways, or any tramways within or without the borough, with any tramways or light railways within or without the borough which can be worked in connection with any of the Corporation's tramways, or for providing access to or forming connections with any generating station or stations, engines, machinery or apparatus.

6. To empower the Board of Trade to extend the time limited by the intended Act for the completion of the Tramways thereby authorized.

7. To empower the Corporation to construct any of the proposed tramways and to alter their position in any street by substituting single or interlacing lines for double lines, or double or interlacing lines for single lines.

8. To empower the Corporation when any road in which a tramway is laid, is altered or widened, to reconstruct such tramway in such position as they think fit.

9. To empower the Corporation for the purpose of constructing any of the proposed tramways to increase the width of the roadway by reducing the width of any footpath.

10. To empower the Corporation 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 electrical energy for any purpose to and by the Corporation, by and to such local authority, company, body, or person.

11. To enable the Corporation 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 Corporation'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 ser-

vants, 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 authorize the respective contracting parties to give and take a guarantee against any loss arising by reason of any such agreement, and to pay out of their rates any such loss.

12. To authorize the Corporation 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 Corporation to make from time to time such turn-outs, 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 or light railways worked by or leased to the Corporation, or for affording access to the stables, carriage, engine, boiler and dynamo houses, buildings, sheds, and works of the Corporation or their lessees, or for effecting junctions with the system of any other corporation, company, or person with their consent.

14. 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, light railway, 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, light railway, channel, or electric lines or substituted tramways, light railway, or channels, or electric lines.

15. 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 in such tramways.

16. 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.

17. To provide that so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the Corporation's tramways.

18. To empower the Corporation 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 Corporation's tramways, or on any tramway or

light railways within or without the borough, which may for the time being be connected with any of the Corporation's tramways, and to work and demand and to 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 stables, carriages, buildings, 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.

19. To authorize the Corporation in connection with the said proposed tramways 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.

20. To enable the Corporation 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 parish and borough of Sutton Coldfield lands (including in that expression where used in this Notice, houses, buildings, easements, and other property) and to erect offices, waiting rooms, shelters, buildings, or other conveniences on any such lands.

21. To empower the Corporation 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 authorize the Corporation to run omnibuses or motor cars in connection with their tramways or when the running of carriages thereon is inadvisable.

23. To empower the Corporation to use 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 borough of Sutton Coldfield, in the county of Warwick, containing 9.853 acres or thereabouts, being parts of the property numbered 1666 and 1673 on the 1.2500 Ordinance Map for the parish of Sutton Coldfield, published in 1889.

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, and upon such lands or any part thereof to erect and construct and use thereon carriages and engine-houses, shelters, stables, offices, buildings, and other conveniences in connection with the Undertaking.

24. To empower the Corporation to supply electrical energy in bulk to any local authority, company, or person within any adjoining or neighbouring district.

25. To empower the Corporation to supply electric fittings, and to make and enforce bye-laws or regulations for securing the safety of the inhabitants, and for the prevention of fire in respect of buildings supplied with electric energy, and to alter the date for making up the accounts relating to the electric lighting Undertaking of the Corporation, and to authorize the Corporation to allow discounts on payments for supplies of electric light or power, to exempt the Corporation from liability to supply in certain cases.

26. To confer on the Corporation larger powers than they now possess with regard to infectious diseases, including amongst others the following powers (that is to say) :—Requiring persons engaged in washing and mangling clothes, and principals of schools to furnish lists of owners of clothes and pupils respectively in certain cases; prohibiting the conveyance of infected persons in public vehicles, and requiring driver of infected person to give notice; disinfection of clothes and purification of articles of bed and body clothing; to enable the Corporation to provide nurses; to require dairymen to notify infectious disease existing amongst their servants; to prohibit infected persons from carrying on certain businesses; and to enable the Corporation to compensate dairymen and persons ceasing employment for loss; to make provision for protection against infection of books from lending library; to enable the Corporation to remove persons on account of existence of infectious diseases; to pay the expenses of persons in hospital; to regulate the manufacture and sale of ice creams; prohibiting blowing or stuffing carcasses; to empower medical officer to examine school children; and to require dairymen to furnish list of sources of their supply of milk; and to impose penalties on persons allowing infected children to attend school; and to enable the Corporation to make bye-laws regulating hospitals.

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

28. To confer on the Corporation 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 approval of plans by the Corporation to be void after certain intervals, retention of plans deposited with the Corporation, power to Corporation to define future line of existing streets, to vary positions or direction of new streets and to prohibit the erection of new buildings until line of street be defined, to declare where streets begin and end, continuation of existing new streets, to provide for crossings for horses or vehicles over footpaths, to prohibit the deposit of building materials or the making of excavations on or in any street without consent of the Corporation and to provide for the removal, appropriation, use and disposal by the Corporation of any old materials in any street where works have been executed by the Corporation, and the recovery by the Corporation of damages caused to footways by excavation and the expenses connected therewith, the height of buildings and chimneys and projections over streets, definition of new buildings, temporary and movable buildings, sale of materials of temporary buildings, as to separate sewers, prevention of soil and sand being washed into streets, the lopping of trees or shrubs overhanging streets and footpaths, enabling the Corporation to take proceedings to prevent obstruction in watercourses, the fencing of vacant lands, dangerous places to be repaired, or enclosed, underground rooms, paving of yards, fencing of forecourts from streets, and bye-laws as to building materials and enabling Corporation to require enlarged sewer in any street for purpose of main drainage.

29. To confer on the Corporation further powers with reference to sanitary matters, including among others the following (that is to say):—Power to the Corporation to require water closets for new buildings, conversion of existing accommodation into water closets, provision for filling up cesspools, &c., summary power to provide sinks and drains for buildings, inspection of drains, &c., improper construction or repair of water closet or drain, as to reconstruction of drains, wilful damage to drains, power to Corporation to order houses to be drained by combined operation and to require old drains to be laid open for examination by surveyor before connecting with sewers; power to Corporation to provide public conveniences and lavatories, to require urinals to be attached to refreshment houses, and as to the removal or alteration of urinals, cleansing of cisterns, houses without a proper water supply, improper cisterns, public drinking fountains, defining the establishment of a new business, and imposing penalties on occupiers refusing the execution of the Bill.

30. 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.

31. To confer on the Corporation power to restrict advertisements on vehicles and hoardings; to regulate the use of sky signs, and to provide that unfenced grounds adjoining a street shall be a public place for the purposes of the Vagrancy Acts.

32. To confer powers on the Corporation 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 carriages 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 borough, but which go outside the borough.

33. To empower the Corporation to borrow money for all or any of the purposes of the Bill and for the general purposes of their electricity and tramway Undertakings, and for such other purposes as may be prescribed or authorized by the Bill, and to charge the money so borrowed and interest upon the security of the whole part of the revenues of the Corporation from time to time arising from the electricity, tramway, 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 funds to any of the purposes of the Bill, and to provide for the disposal or application of the revenue arising from the electricity and tramway Undertakings, and to make further provision with reference to the existing debts of the Corporation, and otherwise in relation to the finances, rates and revenues of the Corporation.

34. To authorize the Corporation 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, or persons for the purposes aforesaid, to expend their funds, rates and revenues, and to borrow moneys on the security thereof.

35. To empower the Corporation 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 Bill 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 Bill, and to confer other rights and privileges.

36. 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.

37. To authorize the Corporation to grant gratuities to their officers or servants who may be injured in their service, and to regulate and authorize the sums to be paid out of the funds of the Corporation to such purposes.

38. To incorporate with alterations and amendments and to apply, amend, alter, or repeal all or some of the provisions of the several Acts of Parliament following or some of them (that is to say):—The Tramways Act, 1870; the Light Railway Act, 1896; the Electric Lighting Acts, 1882 and 1888; and the Electric Lighting (Clauses) Act, 1899; Towns Improvement Clauses Act, 1847; the Town Police Clauses Acts, 1847 and 1889; the Local Loans Act, 1875; the Public Health Acts; the Infectious Diseases Notification Act, 1889;

and the Infectious Diseases Prevention Act, 1890; and all Acts amending the said Acts respectively or any of them.

39. 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 Bill, and to confer other rights, powers, and privileges.

40. To alter, amend, extend, enlarge or repeal or re-enact with or without amendment all or some of the provisions of the following Acts of Parliament, viz.:—The Sutton Coldfield Electric Lighting Order, 1899, and all other Acts and Orders relating to the Corporation.

41. Duplicate plans and sections showing the line, situation, and level of the said tramways and the roads along 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 roads, and a copy of this Notice will be deposited for public inspection on or before the 29th day of November instant with the Clerk of the Peace for the county of Warwick, at his office at Leamington, and with the Town Clerk of the borough of Sutton Coldfield, at his office in Coleshill-street, Sutton Coldfield, and with the Clerk to the Erdington Urban District Council at the Council Offices, Erdington.

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 11th day of November, 1902.

THOS. V. HOLBECH, Town Clerk, Sutton Coldfield;

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

In Parliament.—Session 1903.

EXETER RAILWAY.

(Additional Lands; Sanctioning Construction of Railway at Different Level than that Authorized; Further Revival and Extension of Time for Completion of Railways; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Exeter Railway Company (hereinafter called "the Company") for an Act for all or some of the following amongst other purposes (that is to say):—

To authorize the Company to purchase and take, by compulsion or agreement, and to hold for the purposes of their railway and for the general purposes of their Undertaking the lands in the county of Devon shown on the plans deposited as hereinafter mentioned, or some of them, that is to say:—

(a) Certain lands in the parish of Alphington lying between Little Burden and Polehouse-lane, and adjoining and on the north and south sides of the railway of the Company.

(b) Certain lands in the parish of Ide, lying between Polehouse-lane and Halscombe-lane on the south-east and south-west side of Ide Village, on the south-east and south-west of Fordlands Farm, and adjoining and on the north and south sides of the railway.

(c) Certain lands in the parish of Ide, lying on the north-east and north-west side of Perridge House, and adjoining and on the north and south sides of the railway.

(d) Certain lands in the parish of Dunsford lying on the south-west side of Mount Boon Farm and adjoining and on the north and south sides of the railway.

(e) Certain lands in the parish of Doddiscombsleigh lying to the east and south-east of Sowton Barton and adjoining and on the east and west sides of the railway.

To sanction the construction of the railways of the Company authorized by the Exeter, Teign Valley and Chagford Railway Act, 1883, as authorized to be deviated by the Exeter Railway Act, 1898, at levels varying from the limits of vertical deviation prescribed by those Acts.

To revive the powers for construction and further extend the time for the completion of the railways and works authorized by the Exeter, Teign Valley, and Chagford Railway Act, 1883, which powers are extended by the Exeter, Teign Valley and Chagford Railway Act, 1886, the Exeter, Teign Valley and Chagford Railway (Extension of Time) Act, 1891, the Exeter, Teign Valley and Chagford Railway (Extension of Time) Act, 1894, and the Exeter Railway Act, 1898, and also to extend the time for completion of the deviation railways authorized by the said Act of 1898, so far as such railways are not at present completed.

To authorize the Company to raise additional capital for the purposes of their Undertaking either by the creation and issue of new shares or stock with or without a preferential dividend attached thereto, or by borrowing on mortgage or by the creation and issue of debenture stock.

To vary or extinguish all rights and privileges which would interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To vary, amend, extend, or repeal all or any of the provisions of:—

The Exeter, Teign Valley and Chagford Railway Act, 1883;

The Exeter, Teign Valley and Chagford Railway (Extension of Time) Act, 1886;

The Exeter, Teign Valley and Chagford Railway (Extension of Time) Act, 1891;

The Exeter, Teign Valley and Chagford Railway (Extension of Time) Act, 1894;

The Exeter Railway Act, 1898, and any other Act or Acts relating to the Company.

Notice is hereby also further given, that plans in duplicate of the lands to be acquired 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, on or before the 29th November, 1902, be deposited in duplicate with the Clerk of the Peace for the county of Devon at his office at Exeter, in the said county, and a copy of so much of the said plans and book of reference as relates to the areas within which such lands are situate will also be deposited as follows, that is to say:—

As relates to all parishes having Parish Councils with the Clerk of the Parish Council of such parish, at his residence; and if there be no parish Clerk, with the Chairman of such Council, at his residence; and as relates to any parish comprised in a rural district and not having a Parish Council with the Clerk of the Rural District Council at his office.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 19th day of November, 1902.

MAYO and Co., 10, Drapers'-gardens, London, E.C., Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

NANTY-GLO AND BLAINA WATER.

(Purchase and Acquisition of Reservoir at Blaen-y-cwm Clydach; Construction of New Reservoir and other Waterworks; New Road; Extinguishment of Rights of Way; Power to Take, Collect, and Divert Waters, Springs, and Streams; Compulsory Acquisition of Lands and Easements; Common Lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Powers as to Superfluous Lands; Interference with Highways, Streams, and other Property; Maintenance of New Road; Laying of Water Pipes through Streets, Lands, and Premises, and Compulsory Easements therefor; Agreements with Landowners and others as to Water Rights, Drainage, and Protection of Drainage Area from Pollution; Amendment or Abrogation of Agreements and Confirmation of Certain Arrangements with the Duke of Beaufort, the Ebbw Vale District Council, and others; Defining Limits of Supply; Making of Bye-Laws for Preventing Waste, &c., of Water; Alteration and Increase of Water Rates, Rents, and Charges; Supply of Water in Bulk to Authorities, Bodies, and Persons; Borrowing of Money; Application and Alteration of Existing Funds, Rates, and Revenues, and Levying of Additional Water and other Rates; Reserve and Sinking Funds; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1903 by the Urban District Council of Nanty-glo and Blaina, in the county of Monmouth (hereinafter referred to as "the Council"), for an Act for all or some of the following amongst other purposes (that is to say):—

1. To enable the Council to purchase and to hold and maintain the existing reservoir at Blaen-y-cwm Clydach above Beaufort, in the parish of Beaufort, in the urban district of Ebbw Vale, in the county of Brecknock, and being numbered 10 on the ²⁵⁰⁰ Ordnance Map, Sheet No. XLVII, 2, 1901, Brecknockshire, and known as and hereinafter referred to as "the Blaen-y-cwm Clydach Reservoir," belonging or reputed to belong to his Grace Henry Adelbert Wellington Fitzroy, Duke of Beaufort, and the works belonging thereto or connected therewith, respectively situate in the said parish of Beaufort and in the parish of Llangattock, in the said county of Brecknock, and to authorize his Grace to sell and convey the Blaen-y-cwm Clydach Reservoir and works to the Council.

2. To empower the Council to make and maintain the following waterworks, and any other works which may be necessary and connected therewith, or some or one of them, or some part or parts thereof respectively (that is to say):—

An embankment (Work No. 1), commencing on Llangattock Common at a point 250 yards or thereabouts measured in a north-westerly direction from the north-western corner of the Blaen-y-cwm Clydach Reservoir, and extending around the south-western, the southern, and partly along the south-eastern side of the said reservoir, and terminating at a point 236 yards or thereabouts measured in a north-easterly direction from the centre of the southern face of the outlet tunnel of the said reservoir, and 27 yards or thereabouts measured in a south-easterly direction from the south-eastern edge of the said reservoir,

An embankment (Work No. 2), commencing at a point 80 yards or thereabouts measured in a southerly direction from the easternmost corner of the said reservoir, and a point 97 yards or thereabouts measured in a south-western direction from the westernmost corner of the enclosure, numbered 12 on the ²⁵⁰⁰ Ordnance Map, Sheet No. XLVII, 2, Brecknockshire, 1901, and extending to a point 132 yards or thereabouts measured in a north-easterly direction from the said easternmost corner of the said reservoir, and a point 122 yards or thereabouts measured in a northerly direction from the said westernmost corner of the said enclosure lastly described.

The Blaen-y-cwm Clydach Reservoir when so enlarged will extend 533 yards or thereabouts measured in a north-easterly direction from its south-western side, and will be wholly situate in the parish of Beaufort and urban district of Ebbw Vale.

It is intended to take 62 acres of land, part of Llangattock Common, for the said enlarged reservoir, 54½ acres of which will be in the said parish of Beaufort and urban district of Ebbw Vale, and 7¼ acres in the parish of Llangattock, all in the said county of Brecknock.

Filter bed (Work No. 3), to be situate on Llangattock Common, in the said parish of Beaufort and urban district of Ebbw Vale, at a point 100 yards or thereabouts measured in a south-westerly direction from the south-eastern corner of the enclosure numbered 52 on the Ordnance Map last mentioned, and 105 yards or thereabouts measured in a south-easterly direction from the south-western corner of the enclosure numbered 50 on the said Ordnance Map.

Service tank (Work No. 4), situate on Llangattock Common, in the said parish of Beaufort and urban district of Ebbw Vale, at a point 41 yards or thereabouts measured due south from Work No. 3.

It is intended to take about 2 acres of Llangattock Common for the said filter bed and service tank.

An aqueduct, conduit, or line of pipes (Work No. 5), 4 furlongs 465 chains in length, commencing in the Blaen-y-cwm Clydach Reservoir at a point 58 yards or thereabouts measured in a northerly direction from the southern face of the tunnel outlet of the said reservoir, passing through or under Llangattock Common, in the said parish of Beaufort and urban district of Ebbw Vale, and terminating in the filter bed above mentioned, Work No. 3.

All the above-mentioned works will be situate in the county of Brecknock.

An aqueduct, conduit, or line of pipes (Work No. 6), 4 furlongs 39 chains in length, commencing in the said service tank, Work No. 4, and passing through or under Llangattock Common, in the said parish of Beaufort and urban district of Ebbw Vale, thence to the northern end of North-street in Beaufort, thence along that street across Beaufort-hill, thence along South-street, all in Beaufort, thence over the tunnel of the Merthyr Tredegar and Abergavenny Branch of the London and North Western Railway Company at Beaufort, and terminating by a junction with the water main of the council in the parish of Aberystwith, in the urban district of Nanty-glo and Blaina, in the county of Monmouth, at a point 18 yards or thereabouts measured in a south-westerly direction from the centre of the eastern face of the aforesaid railway tunnel.

Carriage road (Work No. 7), 5 furlongs 7 chains in length, to be situate wholly in the

parish of Beaufort and urban district of Ebbw Vale, in the said county of Brecknock, commencing at a point 57 yards or thereabouts measured in a south-easterly direction from the centre of the southern face of the tunnel outlet of the Blaen-y-cwm Clydach Reservoir and 47 yards measured due south from the southern edge of the said reservoir, and crossing Llangattock Common to the northern end of and along the road leading from such common to the main public road leading from Brynmawr to Beaufort near the old turnpike gate house at Beaufort, and terminating in such main public road at a point 177 yards or thereabouts measured in a westerly direction along the said main public road from the mile post indicating 9 miles from Abergavenny.

Together with all proper dams, walls, embankments, bridges, roads, ways, wells, tanks, cisterns, basins, gauges, filters, filter beds, sluices, bye-washes, waste weirs, inlet works, outfalls, overflows, washouts, discharge pipes, shafts, tunnels, adits, aqueducts, culverts, cuts, catchwaters, channels, conduits, mains, pipes, stand pipes, junctions, valves, hatch boxes, chambers, drains, telegraphs, telephones, engines, apparatus, roadways, approaches, fences, buildings, houses, works, and conveniences connected with the hereinbefore described works, or any of them, or incidental thereto, or necessary or convenient for conducting, controlling, 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 empower the Council to deviate from the lines and levels of the intended works, as shown upon the plans and sections thereof to be deposited as hereinafter mentioned, to any such extent as may be prescribed or authorized by the intended Act.

4. To incorporate with the Bill, and to apply to the aforesaid works or any of them, the provisions or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands near the railways during the construction of the intended works.

5. To empower the Council to raise, take, collect, divert, impound, and use for the purposes of their water Undertaking, and for all or any other purposes of the intended Act, all or any of the underground springs, streams, or waters, and all such brooks, streams, springs, leats and waters as can or may be intercepted or taken by the Blaen-y-cwm Clydach Reservoir and the intended works, or as may be found on, in, or under any of the lands for the time being belonging to or which may be acquired by the Council under the powers of the intended Act, and particularly the waters of the brooks, streams, diversions, and springs called or known as the River Clydach and its tributaries, and also all water found in, upon, or under the lands in which the Blaen-y-cwm Clydach Reservoir and the intended works are situate, or which can or may be intercepted by the Blaen-y-cwm Clydach Reservoir and the intended works, which said waters now flow or proceed directly or indirectly into or along the Rivers Clydach, Ebbw Fach, and Ebbw, and thence into the River Usk, and thence into the Bristol Channel.

6. To empower the Council for the purposes of the proposed works and in connection with the Blaen-y-cwm Clydach Reservoir 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 situate in the parishes, areas, and places aforesaid, and to acquire by compulsion or agreement rights or easements in, over, or connected with any lands and property proposed to be taken within the areas shown upon the plans deposited as hereinafter mentioned.

7. To empower the Council to hold any lands, acquired under the provisions of the intended Act, free from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to superfluous lands, and to sell, lease, and dispose of any lands acquired by them, 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 exempt the Council from the provisions of section 92 of the Lands Clauses Consolidation Act, 1845, with respect to all or some of the lands to be acquired by them under the powers of the intended Act.

9. To empower the Council to lay down, maintain, alter, or renew aqueducts, conduits, mains, pipes, culverts, and other waterworks in, through, along, under, across, or over streets, roads, footpaths, highways, bridges, rivers, streams, canals, towing-paths, railways, and tramways within the parishes and places aforesaid and within the limits of supply of the Council, and for the purposes of the intended Act, and within the said parishes and places and limits aforesaid, to empower the Council to break up, cross, alter, divert, stop up, raise, lower, and interfere with (either temporarily or permanently) any streets, roads, footways, highways, bridges, canals, towing-paths, railways, and tramways, sewers, drains, streams, watercourses, pipes, and telegraphic, telephonic, and other electric wires, conductors, and pipes, and to appropriate the soil and surface of the streets, roads, footpaths, and highways stopped up, discontinued, or diverted.

10. To empower the Council upon the completion of the intended new road to stop up and extinguish all rights of way over or in connection with the lands to be acquired in respect of the said new road, and to make provision for the repair and maintenance of the intended new road.

11. To empower the Council to discharge water from the Blaen-y-cwm Clydach Reservoir, and any of the intended works into any rivers, streams, or watercourses on the line thereof or near thereto, or with which such works may be made to communicate.

12. To make such provisions as may have been or may be agreed upon or as may be prescribed or authorized by the intended Act for the protection and benefit of the landowners 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 Act and of their property, rights, and interests, and to confirm and give effect to any arrangements or agreements which may have been or may be entered into between the Council and such landowners and other persons and bodies touching any of the matters aforesaid.

13. To empower the Council to purchase and take by agreement, for the purposes of protecting from pollution, contamination, fouling, or discolouration, the waters which they are empowered to take, and for other the purposes of their water Undertaking all or some of the lands, houses, and buildings within the drainage area, and the rivers, streams, and tributaries before mentioned, which said rivers and their

respective tributaries and streams are or may be impounded by the Blaen-y-cwm Clydach Reservoir and the intended waterworks of the Council, all which lands, houses, and buildings so proposed to be taken are situate within the parish of Llangattock, in the county of Brecknock.

14. Upon the lands so proposed to be taken as last aforesaid, to empower the Council to lay down drains, sewers, watercourses, and other works necessary or proper for preventing the waters which the Council are empowered to take from being polluted, fouled, contaminated, or discoloured and otherwise for the protection of the waters and waterworks of the Council. To make provision for the protection of the waters which the Council are authorized to take, and for preventing such waters from being polluted, contaminated, discoloured, diverted, or taken,

and to empower or require the Council to grant leases of any lands so acquired by them in the said drainage area, such leases to contain proper provisions for guarding against the pollution of water and nuisances.

15. 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 intended Act 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.

16. It is proposed to take for the intended works certain lands, being or reputed to be commonable lands, of which the following are the particulars:—

Works for which the Lands will be taken.	Names by which Lands are known.	Parishes and Districts in which Lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Embankment (Work No. 1) and Embankment (Work No. 2) and enlargement of Blaen-y-cwm Clydach Reservoir	Llangattock Common	Parish of Beaufort, urban district of Ebbw Vale.	54½ acres	54½ acres
Lands in connection with enlargement of Blaen-y-cwm Clydach Reservoir.	Llangattock Common	Parish of Llangattock ..	7½ acres	7½ acres
Filter bed (Work No. 3) Service tank (Work No. 4)	Llangattock Common	Parish of Beaufort, urban district of Ebbw Vale.	2 acres	2 acres
Aqueduct, conduit, or line of pipes (Work No. 5).	Llangattock Common	Parish of Beaufort, urban district of Ebbw Vale.	3½ acres	1 acre
Aqueduct, conduit, or line of pipes (Work No. 6).	Llangattock Common	Parish of Beaufort, urban district of Ebbw Vale.	2½ acres	¾ acre
Carriage road (Work No. 7)	Llangattock Common	Parish of Beaufort, urban district of Ebbw Vale.	5 acres	1½ acres

17. To amend, continue, or annul the lease of liberty to take water from certain ponds or reservoirs known as the Beaufort Ponds, including the Blaen-y-cwm Clydach Reservoir, situate respectively in the said parish of Beaufort and urban district of Ebbw Vale, in the said parish of Llangattock and the parish and urban district of Brynmawr, all in the county of Brecknock, granted by the late Most Noble Henry Charles Fitzroy, Duke of Beaufort, K.G., to the Ebbw Vale Steel Iron and Coal Company Limited, and dated the 11th August, 1880, and any other agreement, lease, or arrangement entered into or to be entered into between His Grace the present Duke of Beaufort and the said Company; also the Deed of Arrangement for supply of water, dated the 16th January, 1890, between the Ebbw Vale Local Board (now the Ebbw Vale Urban District Council) and the Nanty-glo and Blaina Local Board (now the Council).

18. To empower the Council on the one hand, and any Local Authority, company, or person on the other hand, to enter into and carry into effect agreements with reference to the drainage of any lands from or over which any water authorized to be taken by the Council flows, and for more effectually collecting, conveying, and preserving the purity of such water, and to authorize the Council to purchase land and construct works for those purposes.

19. To empower the Council to make bye-laws and regulations for securing the purity of any water authorized to be taken by them, and for prescribing the area over which such bye-laws and regulations shall be in force.

20. To make further provision in regard to the supply of water by the Council, and particularly with respect to the following matters:

the pressure at which the supply shall be afforded, the supply of water by measure, the supply of water in bulk to Local Authorities, companies, and persons within and beyond the limits of water supply of the Council, exempting the Council from supplying water in certain cases, the unlawful user of water, and the entry of the Council and their officers into houses and premises for inspecting and cutting off the supply.

21. To empower the Council to alter and increase the existing rates, rents, and charges for the supply of water, and in regard to the charges for the supply of water by meter, and to make provisions with regard to such water rates, rents, and charges, and the said water Undertaking, and if need be to define the limits within which the Council may supply water and charge therefor.

22. To constitute the Blaen-y-cwm Clydach Reservoir and the waterworks and other works and things proposed to be authorized by the intended Act a part of the water Undertaking of the Council.

23. To empower the Council to make, rescind, and enforce bye-laws, rules, and regulations with reference to, and to prescribe the nature, strength, size, and materials of pipes, fittings, and apparatus for or connected with the supply of water, and with reference to the fixing thereof, and for preventing the waste, misuse, and fouling of the water, and to impose penalties for the breach of any such bye-laws, rules, and regulations.

24. To make such provisions (if any) as the Bill may prescribe, or as Parliament may authorize or require, with reference to the supply of water by the Council by means of the Blaen-y-

cwm Clydach Reservoir and their intended works or any of them to other local sanitary and other authorities and bodies, person or persons, whether within or without the Council's limits of supply, and the terms, conditions, limitations, rights, and reservations under which any such supply is to be afforded by the Council.

25. To authorize the Council on the one hand, and any corporation, urban or rural district, county or parish council, company, or other persons or person on the other hand, within or beyond the district of the Council to enter into and carry into effect, and to vary or rescind contracts or agreements for the sale and supply by the Council from the Blaen-y-cwm Clydach Reservoir and their intended works of water in bulk by measure or otherwise to any such corporation, council, company, or persons or person on such terms and conditions as may be agreed upon between them, or as may be prescribed in the intended Act, and to authorize such corporation, council, company, or persons or person to apply their respective funds for the purpose of any such contract, agreement, or arrangement, and to sanction or confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the intended Act, may be made with respect to the matters aforesaid.

26. To authorize and empower the Council to borrow and raise money for the purchase of the Blaen-y-cwm Clydach Reservoir and the works in connection therewith, the construction of the waterworks hereinbefore described, and for the purchase of lands and the other purposes of the waterworks Undertaking of the Council (and for the redemption of any annuities or charges for the payment of which they are liable), and for all other the purposes of the intended Act and for any of the purposes aforesaid, to issue and create stock therefor.

27. To provide for the application of the revenue and profits arising from the waterworks Undertaking of the Council, and for meeting any deficiency, and to provide for the formation and application of a reserve fund in respect of the said Undertaking.

28. To authorize the Council for the purposes of the proposed works, and for all or any of the purposes of the Bill, to apply their funds, rates, and revenues, and any moneys which they are now authorized to raise, and to make and levy additional and to alter existing rates, rents, duties, and charges, and to confer exemptions from the payment of rates, rents, duties, and charges, and to raise further money by mortgage or by the creation and issue of stock, debentures, debenture stock, and annuities and otherwise, and to charge the same on all or any of the following securities (that is to say):—the district fund and the general district rate, and the water Undertaking of the Council, and other special rates, tolls, revenues, estates, lands, Undertakings, and property of the Council.

29. To make provision in regard to the sinking funds to be set aside in connection with the moneys to be borrowed in respect of the works to be purchased and proposed to be authorized by the intended Act, and for the suspension of the same during the construction of the works or otherwise.

30. The Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

31. 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 Waterworks Clauses Acts, 1847 and 1863; the Railways Clauses Consolidation Act, 1845; the Commissioners Clauses Act, 1847; the Local Loans Act, 1875; and all Acts amending those Acts respectively.

And notice is hereby given that, on or before the 29th day of November, 1902, duplicate plans and sections showing the lines and levels of the works proposed to be authorized by the Bill, and also the lands and other property to be purchased or acquired by compulsion under the powers of the Bill, 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 and other property, together with a copy of this Notice as published in the London Gazette will be deposited for public inspection with the Clerks of the Peace for the counties of Monmouth and Brecknock, at their respective offices at Pentonville, Newport, in the county of Monmouth, and the Shire Hall, Brecon, in the county of Brecknock, and with the Clerk of the Council at Blaen-y-cwm, in the county of Monmouth, and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to the areas hereinafter mentioned in or through which the proposed works are to be made, with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the officers respectively hereinafter mentioned (that is to say):—

So far as relates to the urban district of Ebbw Vale, with the Clerk to the Urban District Council at Ebbw Vale, in the county of Monmouth; and so far as relates to the parish of Llangattock, with the Clerk of the Parish Council at his residence, School House, Llangattock.

And notice is hereby given that, on or before the 20th day of December, 1902, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

JNO. ALEX. SHEPARD, Solicitor, Tredegar.
LEWIN, GREGORY, and ANDERSON, 6, The
Sanctuary, Westminster, S.W., Parlia-
mentary Agents:

In Parliament.—Session 1903.

LANCASHIRE AND YORKSHIRE AND LONDON AND NORTH-WESTERN RAILWAYS (STEAM VESSELS).

(Further Powers as to Steam Vessels between Fleetwood, Belfast and Londonderry; Acquisition of Lands by Agreement and Provision for Quays, &c.; Levying of Tolls, Rates and Charges; Bye-laws; Joint Committees; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Lancashire and Yorkshire Railway Company and the London and North-Western Railway Company (hereinafter called "the Two Companies") for an Act for the following purposes or some of them (that is to say):—

1. To extend and enlarge the powers conferred upon the Two Companies by the Lancashire and Yorkshire and London and North-Western Railway Companies (Steam Vessels) Acts, 1870 and 1892, and to empower the Two Companies jointly to purchase, hire, build, and provide and subscribe towards purchasing,

hiring, building, and providing, and to hold, maintain, work, and use, and subscribe towards maintaining, working, and using steam and other vessels of every or any description for the conveyance of and to convey therein as well as in any vessels which they are now authorized to purchase, hire, build, provide, work or use, passengers, animals, minerals, merchandise, and goods of every description between all or any of the ports and places following (that is to say): Fleetwood, Belfast, and Londonderry.

2. To confer upon the Two Companies all necessary or proper powers with respect to the acquisition and taking on lease of lands and premises for and for the construction, maintenance, use and regulation (by bye-laws and otherwise) of quays, landing places, wharves, warehouses and stores for the purpose of the intended Act, and for carrying on the business of the Two Companies at the said ports.

3. To enable the Two Companies to demand, take and recover tolls, rates, dues, rents and charges for and in respect of steam vessels, and the conveyance of traffic thereon, and for and in respect of any of their quays, landing places, wharves, warehouses and stores, and of any services to be performed by them in connection therewith or incidental thereto, and to confer, vary or extinguish exemptions from the payment of tolls, rates, dues, rents and charges, and to confer, vary or extinguish other rights and privileges.

4. To provide for the exercise of all or any of the powers of the intended Act by any Joint Committee for the time being empowered to exercise the powers of the Lancashire and Yorkshire and London and North-Western Railways (Preston and Wyre Railway Harbour and Dock Vesting) Act, 1849, and the Act of 1870, or to make further provision with reference to the appointment of a Joint Committee or Joint Committees for the purposes of the said Acts and of the intended Act, and to authorize agreements between the Two Companies with reference to the objects and purposes of the said Acts and of the intended Act, and to confirm any agreements made or to be made between them in relation thereto.

5. To empower the Two Companies, each or either of them, to raise for the purposes of the intended Act further sums of money by the creation of new shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and by borrowing or by the creation of debenture stock, or by any or either of those means; and to apply to the purposes of the intended Act any moneys now belonging to them, or each or either of them, or which they or either of them are by any existing Act, or may by any other Act of the ensuing Session, be authorized to raise.

6. To repeal, alter, or extend, amend, and enlarge, so far as may be necessary for the purposes of the intended Act, all or some of the powers or provisions of the several Acts hereinafter referred to, and also of the Act 6 and 7 Will. IV, cap. 111, and any other Acts relating to or affecting the Lancashire and Yorkshire Railway Company, and of the Act 9 and 10 Vict., cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company.

On or before the 20th 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 15th day of November, 1902.

CHRIS. MOORHOUSE, Hunt's Bank, Manchester; and

C. H. MASON, Euston Station and 35, Parliament-street, Westminster, S.W.;
Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

SANDOWN PIER.

(Application for Provisional Order for Powers to Authorize Additional Charges on Certain Days.)

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 (hereinafter referred to as "the Order") by the Sandown Pier Extension Company Limited (hereinafter called "the Company") pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any other Act enabling them in that behalf for the following purposes or some of them (that is to say):—

1. To empower the Company to demand, levy and take tolls, rates, rents, dues and charges upon or in respect of the pier and works at Sandown belonging to the Company from all persons and in respect of all vessels using the same, and from passengers and luggage embarked or disembarked at or from the said pier, and from time to time to alter such tolls, rates or duties, or existing 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.

2. To authorize the Company to close the pier on certain days in the year and to make additional charges for persons using the pier on such days as the Company may think necessary and to fix the amount of such charges.

3. To empower the Company to provide a band or bands of music or any other entertainments, whether musical or otherwise, on the Pier, and to set apart a portion or portions thereof for such purpose or purposes, and charge for admission thereto.

4. To repeal, amend, or alter some of the provisions of the Sandown Pier Orders, 1874 and 1893, and to confer upon the Company all necessary powers for carrying into effect the purposes of the intended Order.

And notice is hereby further given, that on or before the 30th day of November instant 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; at the Custom House, at Cowes; and at the office of the Board of Trade, Whitehall, London.

On and after the 23rd day of December next, printed copies of the draft Provisional Order may be obtained at the price of one shilling each by all persons applying for the same at the offices of the undermentioned Solicitors and Parliamentary Agents.

Dated this 12th day of November, 1902.

WOOLDRIDGE and WILTON, Sandown, Isle of Wight, Solicitors for the Order.

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

In Parliament.—Session 1903.

GREAT EASTERN RAILWAY.

(Construction of Railway and Works, and Compulsory Purchase of Lands, &c., in the Counties of Norfolk, Essex, and London; Erection of Generating Stations and Electric Works, and Working of Railways by Electricity; Abstraction of Water from River Lee and Regent's Canal; Stopping up of Roads; Tolls, Rates, &c.; Alteration of Rates at Lowestoft; Extension of Time for Purchase of and Powers as to Lands; Additional Capital and Borrowing Powers; Application of Funds; Agreements with and Powers to Local Authorities, &c.; Amendment and Repeal of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Great Eastern Railway Company (in this Notice called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

1. To authorize the Company to make and maintain, with all necessary and convenient bridges, arches, piers, abutments, walls, piles, embankments, stations, junctions, rails, sidings, buildings, approaches, roads, and other works and conveniences, the following railway and works, or some of them or some part or parts thereof (that is to say):—

(a) A railway, wholly situate in the county of Norfolk, commencing in the parish of Northrepps, in the rural district of Erpingham by a junction with the East Norfolk Railway of the Company at a point 374 yards or thereabouts northward of the bridge carrying that railway over the road in the aforesaid parish leading from Northrepps Hall to Laurel Farm, passing thence through the aforesaid parish and the parish of Roughton, in the aforesaid rural district, into and terminating in the parish and urban district of Cromer by a junction with the Railway No. 1 authorized by the Great Eastern Railway Company and Midland and Great Northern Railways Joint Committee Act, 1898, at a point 2 furlongs and $7\frac{1}{2}$ chains or thereabouts from the commencement of the said authorized railway, measuring along the line thereof as shewn on the plans deposited in November, 1897, with the Clerk of the Peace for the county of Norfolk in respect of the said Act of 1898.

(b) A widening on both sides of the existing bridge carrying the Colchester main line of the Company over River Blackwater and over the public road adjoining the same near Kelvedon Station, in the parishes of Kelvedon and Feering, and rural district of Braintree in the county of Essex, such widening to commence at or about the north-eastern end of the platforms at the said station, and to extend for a distance of 50 yards or thereabouts measured in a north-easterly direction.

(c) A widening on its north-western side of the bridge in the parish of Wymondham and rural district of Forehoe, in the county of Norfolk, carrying the Cambridge main line of the Company over the road immediately to the north-eastward of the Wymondham Station on that railway, commencing at a point 10 yards or thereabouts north-eastward of the north-eastern end of the platforms at the said station, and extending for a distance of 26 yards or thereabouts in a north-eastwardly direction.

(d) An aqueduct or pipe in the parish of St. Matthew, Bethnal Green, and metropolitan borough of Bethnal Green, in the county of London, commencing on the south bank of the Regent's Canal at a point 25 yards or thereabouts westward of the bridge carrying the Cambridge main line of the Company over the Regent's Canal near Cambridge Heath Station, and terminating at a point 10 yards or thereabouts southward of its point of commencement as above described.

2. To authorize the Company in the construction of the aforesaid works to deviate from the lines and levels thereof shown on the plans and sections to be deposited as hereinafter mentioned, and whether in the case of the said railway within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845, and to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, towpaths, railways, bridges, rivers, canals, streams, watercourses, sewers, drains, pipes, telegraphic and other tubes, wires and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the Bill.

3. To authorize the Company for the purposes of the aforesaid works to purchase, by compulsion or agreement, lands and buildings and rights and easements, in, over, under, or affecting lands and buildings in the aforesaid parishes, and also to purchase by compulsion or agreement for the purposes of extending or affording access to their sidings, stations, warehouses, buildings, wharves, depôts, and other accommodation, and for the general purposes of their Undertaking, the lands and buildings hereinafter described or referred to, or some of them or some part or parts thereof respectively, and any rights or easements or outstanding estates or interests in, over, under, or affecting the same respectively, and to confirm and sanction the purchase by the Company of any of such lands or buildings, which may have been or may be acquired by them, and the expenditure of money for or in connection with any such purchase, and to enable the Company to exercise the powers, or some of the powers, hereinafter mentioned (that is to say):—

In the County of London.

(a) Lands and buildings in Goodman's-yard, in the parish of Whitechapel, in the metropolitan borough of Stepney, adjoining and lying immediately to the westward of the platform and covered yard attached to the Company's offices at their Goodman's-yard depôt.

(b) Lands in the parish and metropolitan borough of Stoke Newington adjoining, and on the south-west side of the Company's Stoke Newington goods yard, and lying between such goods yard and the backs of the properties in Manor-road and Bethune-road.

In the County of Essex.

(a) A strip of land in the parish of Hockley and rural district of Rochford, extending from the road which crosses under the railway of the Company immediately to the south-eastward of the Hockley station thereon, across the property numbered on the Ordnance Map (Scale $\frac{1}{25000}$, Second Edition, 1897) 522 in that parish, to the footpath leading from Hyam's Farm across the said railway into the aforesaid road, and the Bill will empower the Company to divert the aforesaid footpath in the manner shown on the plans to be deposited as hereinafter mentioned, and to stop up the existing foot-

path between a point 117 yards or thereabouts measured southeastward from the point at which it crosses the Company's railway, and the junction of such existing footpath with the aforesaid road.

- (b) Lands in the parish of Theydon Bois and rural district of Epping adjoining, and on the west side of the Company's goods yard at Theydon Bois Station and the railway adjacent to that yard.

In the County of Norfolk.

Lands in the parish of Watlington in the rural district of Downham, forming the property numbered on the Ordnance Map (Scale $\frac{1}{25000}$, Edition 1886) 157 in that parish.

4. To authorize the Company also to purchase and acquire, compulsorily or by agreement, and to hold the following lands in the county of London (that is to say):—

(a) Lands and buildings in the parish of St. John at Hackney in the metropolitan borough of Hackney, bounded on the north-west by the Cambridge main line and the Clapton goods depôt of the Company, on the north-east by the River Lee, and on the south in part by the road leading from Mount Pleasant-lane to the Lee Dock, and in part by the roadway on the south side of the Lee Dock, known as Dock side, and to empower the Company to divert, in manner shown on the plans to be deposited as hereinafter mentioned, the footpath at present crossing the aforesaid lands between the Lee Dock and a point 180 yards or thereabouts north-westward thereof, and to stop up and discontinue the existing footpath between those points.

(b) Lands and buildings in the said parish of St. Matthew, Bethnal Green, bounded on the east in part by the Cambridge main line of the Company and in part by the pathway known as Hare Passage and leading from Cambridge Road to the road known as "The Oval," on the south by the northern boundary of the property known as No. 7, "The Oval," on the west by the roadway of "The Oval," and on the north by the roadway on the south side of the Regent's Canal.

and the Bill will or may extinguish any public or other rights of way or other rights in or over any such lands, and will or may empower the Company on such lands, or on any part thereof, to erect, maintain, work, and use a station or stations for generating, transforming and transmitting electric energy or power, with all necessary dynamos, batteries, accumulators, generators, engines, plant, machinery, works, buildings, appliances, apparatus, and conveniences for that purpose, and to generate, transform, transmit, convey, and store such energy or power, and also to appropriate and use for such purposes any other lands which the Company may acquire under the powers of the Bill, or any lands for the time being belonging to them.

5. To authorize the purchase by the Company of so much only of any house, building, manufactory, or property as may be required for the purposes of the intended works or of the Bill, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

6. To authorize the Company to abstract water from the River Lee and from the Regent's Canal, both of which flow into the River Thames, and to prescribe and provide for the settlement of the terms and conditions of such abstraction, and to enable the Company to lay down, erect,

and maintain for the purposes of such abstraction pipes, pumps, and other apparatus; and to authorize the Company on the one hand, and the Lee Conservancy Board and the Regent's Canal and Dock Company, or either of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to such abstraction of water and the laying down erection, and maintenance of such pipes, pumps, and apparatus and the execution and maintenance of the other works hereinbefore referred to affecting the said Canal.

7. To authorize the Company to stop up and discontinue for traffic of all descriptions so much of the public road in the parish and county borough of West Ham, in the county of Essex, known as Chobham-road, as lies to the westward of the junction therewith of Heaton-place, and to extinguish all public or private rights of way and other rights (if any) in, over, or affecting the portion of the said road and of any footpath to be stopped up under the powers of the Bill, and to vest in the Company or the adjoining owners, or partly in one and partly in the other, free from all such rights, the site and soil of the portion of road and footpaths so stopped up, and to empower the Company to appropriate and utilize for any purposes the site and soil so vested in them.

8. To empower the Company to work their railways or any railways which may be leased to or worked or used by them by electrical power, and for that purpose to lay down, erect, maintain, and use electric cables, conductors, mains, wires, posts, brackets, tubes, and apparatus necessary or convenient for such working, and to make such alterations in such railways and in any stations and works connected therewith as may be necessary to adapt the same for working by electrical power, and for those purposes to break up and interfere with roads, highways, streets, bridges, sewers, drains, pipes, and apparatus over, under, or across which such railways pass, and to empower the Company on the one hand and any other company, authority, or person, to enter into and fulfil contracts and agreements for the supply to the Company by such other company, authority, or person of the electrical energy or power required for the working of such railways, and if, and so far as may be necessary, to confer upon any such company, authority, or person, power to afford such supply for use outside any area within which they are authorized to supply electricity and to apply their funds for such purpose.

9. To empower the Company to demand, levy, take, and recover tolls, rates, and charges for or in respect of the railway and works proposed to be authorized by the Bill, and to alter existing tolls, rates, and charges, and especially to alter and increase the tolls, rates, or dues which the Company are now entitled to demand, levy, take, or recover upon, in, or in respect of the pier, fish market, and harbour at Lowestoft, or some of them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, dues, and charges respectively.

10. To extend the periods respectively limited for the compulsory purchase of the lands or any of the lands required for or in connection with

- (a) The widening and improvement (No. 6) described in and authorized by Section 5, sub-section (6) of the Great Eastern Railway (General Powers) Act, 1898.
- (b) The covering over with a girder or girders, or an arch or arches, of (1) Vallance-road; (2) Arundel-street; and (3) Brady-street, described in and authorized by section 31 of the

Great Eastern Railway (General Powers) Act, 1900 (hereinafter called "the Act of 1900").

11. To extend the periods now respectively limited for the compulsory purchase of the following lands:—

- (a) Lands, houses and buildings in the parish of St. Matthew, Bethnal Green, in the county of London, authorized to be acquired by section 31, sub-sections (a), (b), (c), (d) and (e) of the Act of 1900.
- (b) Lands in the parish of Low Leyton, in the county of Essex, authorized to be acquired by section 31, sub-section (h) of the Act of 1900.
- (c) Lands in the parish of Romford (rural), and lands partly in that parish and partly in the parish of Hornchurch, in the county of Essex, authorized to be acquired by section 31, sub-sections (i) and (j) of the Act of 1900.
- (d) Lands in the parish of Loughton, in the county of Essex, authorized to be acquired by section 31, sub-section (m), of the Act of 1900.
- (e) Lands in the parish of Gorleston, in the county of Norfolk, authorized to be acquired by section 31, sub-sections (r) and (s) of the Act of 1900.

12. To authorize the Company, notwithstanding the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, to retain and hold the property in the parishes of Reedham and Raveningham, in the county of Norfolk, forming the part of the Reedham and Lowestoft branch railway of the Company rendered unnecessary by the construction of the deviation of that railway authorized by sub-section (4) of section 5 of the Great Eastern Railway (General Powers) Act, 1898.

13. To authorize the Company or the directors of the Company without further authority for all or any of the purposes of the Bill, or other the purposes of the Company to raise or borrow and appropriate any capital which the Company may have power to raise or borrow, and which may not be required for the purposes for which it is now authorized to be raised or borrowed, and to raise further capital by the creation and issue of ordinary or deferred stock, or by preference stock, or preference stock convertible into ordinary stock, at such times and upon such terms (pecuniary or other) and conditions as they may think proper or the Bill may prescribe, and by debenture stock and by mortgage or by any or either of such means.

14. To alter, amend, extend, or repeal the provisions, or some of the provisions, of the Great Eastern Railway Act, 1862, the Great Eastern Railway (Capital, etc.) Act, 1865, and any other Act or Acts relating to the Company or their Undertaking.

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

16. Plans and sections showing the lines, situations, and levels of the works proposed to be authorized by the Bill (so far as the same are works of the second class mentioned in the Standing Orders of either House of Parliament), and the lands and other property in, or through which the same will be made or pass, or be situate, and plans of the other lands and property intended to be compulsorily taken or used under the powers of the Bill, together with books of reference to such plans respectively containing the names of the owners and lessees, or reputed

owners and lessees, and of the occupiers of such lands and other property, together with, in the case of each deposit, a copy of this Notice as published in the London Gazette, will on or before the 29th day of November instant, be deposited for public inspection as follows (that is to say):—

As regards works and lands in the county of Norfolk with the Clerk of the Peace for that county at his office at Norwich.

As regards works and lands in the county of Essex with the Clerk of the Peace for that county at his office at Chelmsford.

As regards works and lands in the county of London with the Clerk of the Peace for that county at his office at the Sessions House, Clerkenwell.

And on or before the same day copies of so much of the said plans, sections and book of reference as relate to each of the areas hereinafter mentioned in or through which the intended works proposed to be authorized by the Bill will be made, or in which any lands or other property intended to be taken or used compulsorily are situated, together with a copy of this Notice will be deposited for public inspection as follows (that is to say):—

In the case of the parish of Roughton with the Clerk of the Parish Council of that parish, at the School House, Roughton.

In the case of the parishes of Northrepps, Kelvedon, Feering, Wymondham, Hockley, Theydon Bois, and Watlington, with the Clerk of the respective Parish Council, at his residence, or, if there is no Clerk, with the Chairman of the respective Parish Council, at his residence.

In the case of the parish of Cromer, with the Clerk of the Cromer Urban District Council, at his office.

In the case of the parish of St. Matthew, Bethnal Green, with the Town Clerk of the metropolitan borough of Bethnal Green, at his office.

In the case of the parish of Whitechapel with the Town Clerk of the metropolitan borough of Stepney, at his office.

In the case of the parish of Stoke Newington with the Town Clerk of the metropolitan borough of Stoke Newington, at his office.

In the case of the parish of St. John at Hackney with the Town Clerk of the metropolitan borough of Hackney at his office.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

EDWARD MOORE, Liverpool-street Station, E.C., Solicitor for the Bill.

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

In Parliament.—Session 1903.

MERSEY DOCKS AND HARBOUR BOARD.

(Construction and confirmation of new Branch Dock and Graving Docks and abandonment of authorized Graving Docks; Dredging and Abstraction of Water from Mersey, &c.; Compulsory Purchase of Lands; Further Powers as to Lands; Tolls, Rates, &c.; Bye-laws, &c.; Provisions as to Information to be given by Masters, &c., of Vessels and as to Spoiled Goods, &c.; Bidston Observatory; Application of Funds; Borrowing of Money; Amendment of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the

Mersey Docks and Harbour Board (hereinafter called "the Board") for leave to bring in a Bill for effecting the purposes, or some of the purposes, following (that is to say) :—

1. To authorize the Board to make and maintain the following works, or some or one of them, or some part or parts thereof respectively, in the County Palatine of Lancaster (that is to say) :—

(a) A graving dock wholly situate in the parish, township or extra parochial place of Toxteth Park, in the city of Liverpool, commencing in the Herculeum Dock of the Board at a point on the south-eastern side thereof 38 yards or thereabouts to the north-eastward of the coping line of the existing Herculeum Graving Dock No. 3, and extending in a south-eastwardly direction for a distance of 275 yards or thereabouts.

(b) A graving dock wholly situate in the parish or township of Bootle-cum-Linacre, in the county borough of Bootle, on the site of the South Carriers' Dock, commencing in the Brocklebank Dock at or near the south-easternmost corner thereof and extending eastward for a distance of 315 yards or thereabouts.

(c) A dock (the Canada Branch Dock No. 3) partly in the parish or township of Kirkdale, in the city of Liverpool, and partly in the parish or township of Bootle-cum-Linacre, in the county borough of Bootle, commencing in the east side of Canada Dock and extending thence eastward for a distance of 340 yards or thereabouts, and being 100 yards or thereabouts in width from north to south, the centre of the intended dock being 78 yards or thereabouts south of the north-east corner of the Canada Dock.

2. To authorize the Board in connection with or for the purposes of the intended docks and works to make and maintain all necessary and proper approaches, roads, warehouses, sheds, buildings, yards, shipping places, wharves, Custom-houses, roofs, watchhouses, staiths, jetties, stairs, landing-places, stages, quays, walls, fences, gates, entrances, slips, cranes, hydraulic and other lifts, dolphins, buoys, moorings, mooring chains, sewers, drains, culverts, sluicing apparatus, railways, tramways, stations, pumping arrangements, and other works and conveniences, and to dredge and deepen their existing docks, and to take and impound water from the River Mersey.

3. To authorize lateral deviations from the lines of the intended works to any extent within the limits of deviation shown on the plans hereinafter mentioned or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned.

4. To authorize and empower the Board to cross and alter and temporarily to stop up, take up, and divert, so far as may be necessary for the purposes of the intended works and of the Bill, roads, highways, railways, tramways, pipes, sewers, and other apparatus within the townships, parishes and places aforesaid.

5. To sanction and confirm the construction of all or any works for or in connection with any of the works hereinbefore described already constructed or which may before the passing of the Bill be constructed, and the expenditure of money by the Board for or in connection with the construction of all or any such works.

6. To authorize the Board to purchase and take by compulsion or agreement lands and hereditaments in the parishes, townships, and places aforesaid required for the purposes of the works hereinbefore described, and easements in, over or under the same, and to vary or extinguish all or

any rights or privileges connected with the lands and hereditaments so purchased or taken.

7. To authorize the Board to purchase further lands by agreement and to extend the powers of the Board with respect to the purchase and holding of lands, and to authorize the Board to appropriate to the purposes of the Bill any lands for the time being belonging to them and to sanction and confirm the purchase of any lands which may have been or may be agreed to be purchased by or on behalf of the Board, and to authorize the Board to complete any such purchase and to hold and utilize for the purposes of their Undertaking and as part of the Dock Estate any such lands.

8. To empower the Board to make bye-laws for regulating or managing the use of all or any of the proposed works and to provide for the imposition and recovery of penalties for the breach or non-observance of any of such bye-laws, and if thought fit, to incorporate with the intended Bill the provisions or some of the provisions of Part 10 with respect to bye-laws, and Part 15 with respect to the recovery of damages and penalties of the Mersey Dock Acts Consolidation Act, 1858 (hereinafter called "the Act of 1858") with or without alteration.

9. To declare that the works to be authorized by the Bill shall be deemed to be works authorized to be erected, established, and maintained by the Board within the meaning of section 284 of the Act of 1858, and also to be works for the improvement of the Mersey Dock Estate on the Liverpool side of the River Mersey within the meaning of section 5 of the Mersey Docks (Various Powers) Act, 1867.

10. (a) To authorize the Board to levy tolls, rents, rates, and dues upon persons, goods, wares, merchandise, cattle, pigs, sheep and other animals, ships, vessels, boats, carts, carriages, trucks, and other vehicles using or passing over or frequenting or resorting to the branch dock and graving docks or any of them or any part or parts thereof respectively. (b) To authorize the Board if and so far as may be necessary to vary the tolls, rates, and charges at present leviable by the Board, and to provide for the levying of the dock tonnage rates, tonnage rates, harbour rates, wharf rates, and graving dock rates which the Board are authorized to levy under the Act of 1858 and the Acts amending the same on such proportion of the gross tonnage of vessels as the Bill may define. (c) To confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges. (d) To extend the period during which under the Mersey Dock (Liverpool Dock Extension) Act, 1873, as amended by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882, the Board may charge differential rates, and if thought fit to confer upon the Board in perpetuity powers to charge such rates.

11. To empower the Board to abandon and relinquish the construction of :—

(1.) The new Graving Dock on the site of the Western Brunswick Graving Dock being work (N) authorized by the Mersey Docks (New Works) Act, 1898 (hereinafter called "the Act of 1898").

(2.) The Graving Dock on the east side of the Sandon Half-Tide Dock, being part of work (R) authorized by the Act of 1898.

12. To alter and amend section 62 of the Act of 1858, and to extend the provisions of that section and the penalty imposed thereby on masters of vessels giving false information to officers of the Board, to cases of false information respecting the beam or length of vessels entering or leaving the Docks of the Board, or to any other matters with respect to which any Harbour Master, Dock

Master, or Pier Master of the Board shall require information to be given by the Master of a vessel.

13. To confer further powers on the Board with respect to the removal from the quays, docks, and property of the Board, and disposal of goods damaged or spoiled, and the recovery of the cost of such removal and disposal.

14. To relieve the Board from all obligation to maintain the Observatory on Bidston Hill, and to authorize the Board to sell and dispose of the same and the site thereof, and the instruments and the appurtenances therein or connected therewith.

15. To empower the Board for the purposes of the proposed works and of the Bill, to apply the income and any other moneys of the Board or which they are authorized to raise, and for those purposes and for the general purposes of their Undertaking to borrow and from time to time to borrow further money by the creation and issue of debenture stock or bonds or otherwise, and to raise further money by the granting of annuities.

16. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

17. To apply to the objects and purposes of the Bill and so far as may be requisite or desirable to amend vary or repeal the provisions or some of the provisions of the several local and personal Acts of Parliaments following (that is to say) the Mersey Docks and Harbour Act, 1857; the Act of 1858; the Mersey Docks (Corporation Purchase) Act, 1861; the Mersey Docks Act, 1864; the Mersey Docks (Various Powers) Act, 1867; the Mersey Dock (Liverpool Dock Extension) Act, 1873; the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882; the Mersey Docks Act, 1884; the Mersey Dock (Various Powers) Act, 1893; the Act of 1898; the Mersey Docks and Harbour Act, 1900; the Mersey Docks and Harbour Board Act, 1901; and all or any other Acts relating to the Board.

And notice is hereby also given, that on or before the 29th day of November instant, plans and sections of the works above described and proposed to be authorized by the Bill, shewing the situation and levels thereof and plans shewing also the lands 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 Palatine of Lancaster, at his office at Preston in that county, and that on or before the said 29th 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, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection.

(a) In the case of the city of Liverpool with the Town Clerk thereof at his office at the Municipal Offices at Liverpool; and

(b) In the case of the county borough of Bootle with the Town Clerk thereof at his office at the Town Hall at Bootle.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 15th day of November, 1902.

W. C. THORNE, Dock Solicitor, Liverpool.

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

In Parliament.—Session 1903.

CLEVELAND AND DURHAM COUNTY

ELECTRIC POWER.

(Removal of Restrictions as to Erection of Generating Stations; Power to Acquire Electric Undertakings by Agreement; Payment of Interest out of Capital; Application of Funds; 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 Cleveland and Durham County Electric Power Company (hereinafter called "the Company") for leave to bring in a Bill for effecting all or some of the purposes following (that is to say):—

1. To repeal so much of section 9 of the Cleveland and Durham County Electric Power Act, 1901 (hereinafter called "the Act of 1901") as prohibits the construction of stations for generating electricity elsewhere than on the lands described in the first schedule to that Act, and if thought fit to confer further powers on the Company with respect to the construction of such stations and the purchase and appropriation of lands for that purpose and other the purposes of the Bill.

2. To enable the Company to acquire from any Local Authority or other Undertakers to whom a Provisional Order under the Electric Lighting Acts, 1882 and 1888 has been or may be granted relating to any area within the Company's area of supply for the time being the Undertaking authorized by such Provisional Order, and the powers, rights, authorities, and privileges of the Undertakers under such Provisional Order, and to enable any such Undertakers to transfer their Undertaking powers, rights, authorities, and privileges to the Company.

3. To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or any of their funds from time to time during such time as may be prescribed by the Bill interest or dividends on any of their shares or stock.

4. To authorize the Company to apply their funds and revenues to any of the objects of the Bill, to amend, alter, or repeal the provisions, or some of the provisions of the Act of 1901, to vary or extinguish all or any rights and privileges inconsistent with or which would or might interfere with the objects of the Bill, and to confer other rights and privileges.

5. To confer upon and extend and apply to the Company and to their Undertaking and works all or such of the provisions of the Electric Lighting Acts, 1882 and 1888, and the Acts incorporated therewith, and of the schedule to the Electric Lighting Clauses Act, 1889, as may be thought expedient or applicable with such exceptions and variations as are contained in the Act of 1901, or such other exceptions and variations as the Bill may define, or to exempt the Company from the provisions of the said Acts, or any of them, or restrict in their application to the Company all or any of such provisions.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

LUCAS, HUTCHINSON, and MEEK, Darlington;

JACKSON and JACKSON, Middlesbrough, and 23, Coleman-street, London, E.C.;

Solicitors for the Bill.

REES and FRERE, 5, Victoria-street,
Westminster, Parliamentary Agents

In Parliament.—Session 1903.

CHELTHENHAM IMPROVEMENTS.

(Further and better Provisions for the improvement, health and good government of the Borough; Sanitary Provisions for Preventing the Spread of Infectious Diseases and the Protection of the Public Health; Provisions as to Slaughter-houses, Structural Alterations, Keeping Swine, Unsound Meat and Powers of Search; Provisions as to Sewers and Drains, Public Conveniences and Lavatories, Offensive Ditches; Amendment of Public Health Act, 1875, and the Cheltenham Improvement Act, 1852, in respect of Private Sewers and Drains made for profit; Further Provisions as to Supply of Milk; As to Common Lodging-houses; As to Streets and Buildings, Ventilation of Public Buildings; As to Street Advertisements, Hoardings and Sky Signs; As to Parks and Pleasure Grounds; Appointment of Deputy Medical Officer and Deputy Inspector of Nuisances; Further Powers as to Supply by Corporation of Electrical Energy within and without the Borough; Supply of Electrical Fittings and Bye-laws as to such Supply; Borrowing of Moneys and other Financial Matters, Postponement of operation of Sinking Fund provisions in existing Acts; Rates and Levying New Rates, Increase of Rates for Bands and other Public Purposes; Bye-laws, &c.; Varying Rights, &c., Incorporation of Acts; Amendment of Acts; and other purposes.)

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 Cheltenham (hereinafter called "the Corporation"), for leave to bring in a Bill (hereinafter referred to as "the Bill") and to pass an Act for all or some of the following purposes:—

To empower the Corporation to require and to enforce the pulling down, rebuilding, or structural alteration of slaughter-houses, dairies, and other buildings, which are not in a proper sanitary condition, or not fit for the purpose for which they are used. Provisions to prevent the occupier of any registered slaughter-house from permitting other butchers or slaughtermen to kill animals in his registered slaughter-house, and to impose penalties; to require and compel occupiers of registered slaughter-houses to make returns of number and kind of animals slaughtered and to notify any case of disease in any animal killed in such slaughter-house, and to impose penalties.

To authorise the borrowing of moneys for the payment of compensation for the closing of registered slaughter-houses.

To make provision for the prohibiting the keeping of swine in any locality, premises, or place unfit for that purpose, or likely to cause a nuisance or be injurious to health, and the imposition of penalties.

To make provision with respect to unsound meat, to prohibit the sale thereof, and to impose penalties on the original vendor and other persons in respect of such sale. To confer upon the Corporation, their officers and servants, full powers of searching any premises, cart, vehicle, basket, bag, or parcel whenever there may be reasonable suspicion of the existence of unsound food. To authorise the seizure and destruction of unsound food and the prosecution of the owners or vendors thereof.

To make further provision in regard to drains, police, and sanitary matters, and particularly with reference to the following matters:—

To make further provisions as to drainage

works, and as to the opening up, exposing, and covering up again of drains, pipes, or other appliances, and as to any nuisance, injury, or danger to health arising from the improper construction or repair of water-closets or drains, and to impose penalties.

To require drains to be reconstructed or altered in accordance with the provisions of the bye-laws of the Corporation for the time being in force, relating to the drainage of new buildings.

To empower the Corporation to make bye-laws or regulations, with respect to the construction or reconstruction of the drains and sewers for the draining of houses built before or after the passing of the Cheltenham Improvement Act, 1852.

To repeal Section 31 of the Cheltenham Improvement Act, 1889, and in lieu thereof to provide that the powers of the Corporation under Section 41 of the Public Health Act, 1875, shall apply in the case of two or more houses or premises connected with a single private drain discharging into a sewer, and to define the word "drain" for this purpose to include a drain used for the drainage of more than one building.

To authorise the Corporation to acquire compulsorily, and to vest in the Corporation, all private sewers within the borough, and all sewers within the borough which have from time to time been made by any body or person for profit or otherwise. To provide a mode in which compensation (if any) therefor may be made, to authorise the Corporation, and any body or person, to enter into and fulfil agreements with private owners for or in relation to any of such objects. To confirm with or without alteration any such agreements which already have been, or during the progress of the Bill may be, entered into, and to authorise the contracting parties to apply their funds. To provide that no sewers shall hereafter be constructed within the borough for profit, or remain private property, and so far as may be necessary for the above purposes to alter, amend, extend, enlarge, or repeal the provisions of Section 13 of the Public Health Act, 1875, and the Cheltenham Improvement Act, 1852, and to enact other provisions applicable to the borough in lieu thereof.

To extend and apply the provisions of Section 39 of the Public Health Act, 1875, to lavatories and sanitary conveniences, and to authorise the construction by the Corporation of public conveniences and lavatories in and under streets, and vesting the site and soil thereof in the Corporation, the charges to be made for the use of such conveniences and lavatories, and the making of bye-laws for the regulation thereof.

To enable the Corporation to lay down in the course of any watercourse, ditch, or open drain, so foul as to be a nuisance or that is a source of danger to passengers, pipes or sewers, and to charge the expense of doing so, and of covering the same in, on the owners of property abutting thereon.

To make further provisions with respect to the prevention of the spread of infectious disease, the preservation of the health of the inhabitants of the borough, and the good government thereof, and particularly with respect to the following matters (that is to say):—The compulsory removal to and the retention in reception houses of persons suffering from dangerous infectious disease, where such persons cannot be isolated so as to prevent the spread of disease, compelling dealers in and suppliers of milk to furnish lists of the places whence and the persons from whom they obtain their supplies and of

their customers, compulsory notification of disease at farms and dairies, and in animals by persons selling or exposing for sale milk within the borough, prohibiting sale of milk from diseased animals and infected farms, powers of entry on and inspection of premises in which cows are kept whose milk is sold or exposed for sale in the borough, whether such premises are or are not situate within the borough and of examination of such premises and cows, compulsion on owners and occupiers of such premises to assist in such examination, powers of entry upon any railway station to obtain samples of milk consigned to or intended for sale in the borough, and power to take samples of such milk.

To impose penalties for selling milk of diseased cows, for failing to isolate diseased cows, and for failing to notify existence of tuberculosis.

To amend, extend, and make applicable for any of such purposes the provisions of Section 124 of the Public Health Act, 1875.

To define "dairy" so as to include any farm, farm-house, cowshed, milk store, milk shop, or other place from which milk is supplied or kept for purposes of sale, and to define "dairyman" to include any cowkeeper, purveyor of milk or occupier of a dairy so defined.

To define "Medical Officer of Health" so as to include any person duly authorised to act temporarily as Medical Officer of Health.

To make further provision with reference to the licensing, registration, control, management, and supervision of common lodging-houses and night shelters, to compel the residence in such houses of the keepers thereof, to provide for sanitary conveniences, imposition of penalties, and as to the health and decency of the inmates.

To define the expressions "common lodging-house" and "keeper of a common lodging-house."

To make better provision with regard to public and private streets, present and future, and buildings within the borough, and particularly in the following respects, namely:—That no newly built house shall be occupied as a dwelling-house until after a certificate has been given by the Medical Officer of Health and the Borough Surveyor that the building bye-laws have been complied with and that the house is fit for habitation, and to impose penalties.

To prohibit the deposit of building materials or rubbish in streets, except with the consent of the Corporation, and subject to such conditions as may be expressed in such consent.

To make further provision in regard to the fencing of unfenced lands, or lands not properly fenced, by extending the provision of Article IV of the Cheltenham Order, 1896, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 20) Act, 1896, and to provide that such fences shall be kept in repair, although not dangerous to the public.

To prohibit the building of any house with cellars or underground apartments, the floors of which are lower than will permit of a gradient of 1 in 40 to a height of 12 inches above the crown of the nearest sewer; and to provide that in no case shall there be less than one-third of the height of such cellar or apartment above the level of the street on which the house abuts.

To define a hoarding or similar structure for advertising purposes as "a building" for the purposes of the bye-laws.

To authorise the Corporation to close certain streets during such periods and for such purposes as may be prescribed by the Bill.

To amend and extend Section 47 of the Chel-

tenham Improvement Act, 1889, and to enlarge the powers of the Corporation in reference to requiring necessary ventilation in places of public resort.

To prohibit or regulate the construction and maintenance of advertising hoards or structures, the prevention of nuisances arising from the fall of paper therefrom, the defining or prescribing the line of such hoards (not being beyond the building line), and to make other provision in regard to street advertisements and hoards.

To make provision for preventing the construction, and for the control and regulation, of sky signs, the definition thereof, and the prohibition thereof, except under license from the Corporation, and to authorise the Corporation to enter upon vacant premises for the purpose of removing and to remove accordingly any such sky signs.

To make further provision in regard to the parks and recreation grounds in the borough, and in particular to empower the Corporation to erect, maintain, fit up, equip, use, and let refreshment, assembly and reading rooms, conservatories, pavilions, and other buildings, and to make charges for admission thereto, to provide for the playing of games in the said parks and recreation grounds, and the use thereof for other purposes, to authorise the provision of apparatus for such games, and the temporary closing of parks and recreation grounds, and payments for admission thereto or to enclosed parts; to empower the Corporation to place or authorise other persons to place seats, shelters or chairs in any street, park, recreation ground or other public place, for the use of the public, and to charge for the same, and to make bye-laws for regulating the use thereof, to provide that such park, recreation ground or public place shall be deemed a street for police purposes, to provide for the appointment of park keepers as constables, and to increase the amount which the Corporation may expend in contributing to bands and other public purposes, and for that purpose to amend and extend Section 59 of the Cheltenham Improvement Act, 1889.

To provide that contracts and agreements relating to the supply of water, and other matters under the value of £50 shall be valid, without the seal of the Corporation, if entered into by direction of the Council, and evidenced by writing under the hand of the Town Clerk.

To provide that the Medical Officer of Health and the Inspector of Nuisances, shall respectively from time to time when required by the Corporation, and subject to their approval of the person named, appoint a properly qualified deputy or substitute to discharge the duties, and exercise the powers of Medical Officer of Health or Inspector of Nuisances during the temporary illness or authorised absence of either of them.

To empower the Corporation to purchase, provide, sell, let for hire, and fix, set up, alter, and remove lamps, meters, electric lines, fittings, motors, apparatus and things for lighting and motive power, and to exempt the same from distress.

To empower the Corporation to refuse to supply electrical energy when payments due to them for supply of energy or fittings are in arrear.

To exempt the Corporation from obligation to supply electrical energy to premises having a separate supply of such energy.

To empower the Corporation to make regulations with respect to the wiring of premises, and

the electric apparatus and fittings therein for the safety of the inhabitants, and for the prevention of fire.

To authorise the Corporation to make and enforce bye-laws and regulations with reference to electrical fittings in buildings supplied with energy, and with reference to any other objects connected with electrical supply, and to empower the Corporation to allow discounts upon the payment of charges for the supply of electrical energy.

To empower the Corporation to borrow or raise money for the general purposes of the Bill, and particularly for the purposes of Article VI of the Cheltenham Order, 1895, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 20) Act, 1896, and to charge the same on the Borough Fund and Borough Rate, the District Fund and General District Rate, and upon the estates, undertakings, rates, rents, revenue, and other property of the Corporation, or upon any of such securities, and to execute and grant mortgages, or to create and issue Corporation stock in respect thereof, and to authorise the Corporation to apply any of their existing funds, or any moneys they are authorised to borrow, for any of the purposes of the Bill, and to authorise the Corporation to use their loans fund and sinking funds in lieu of borrowing, and to make further provisions with regard to the sinking fund and loans fund of the Corporation, and to provide that the regulations of the Public Health Act, 1875, as to moneys borrowed in respect of the electric lighting undertaking of the Corporation shall not apply. The Bill will or may if found expedient authorise the making and levying of new and additional rates in respect of any of the objects of the Bill.

To increase the rating powers of the Corporation in respect of the provision of bands.

To exempt the Corporation from the operation of the provisions of the Public Health Acts with respect to the borrowing and repayment of moneys for electric lighting purposes.

To postpone repayment of money borrowed under the Electric Lighting Acts, 1882 and 1888, and the Cheltenham Electric Lighting Orders, 1890 and 1899, and the Cheltenham (Extension) Electric Lighting Order, 1900, until completion of the works for which the money is borrowed or until the expiration of two years (or such other period as may be prescribed by the Bill) from the borrowing, whichever period shall be the earlier.

To suspend and postpone the operation of the provisions as to sinking funds and repayment of moneys borrowed of the Cheltenham Improvement Act, 1852; the Cheltenham Improvement Act, 1889, and any other Acts and Orders relating to the Corporation, and to enact other provisions in lieu thereof.

To make provision in regard to the payment of expenses of the Bill, the costs and expenses of the execution of the powers to be conferred by the Bill, the making, confirmation, and enforcing of bye-laws and regulations, the imposition, recovery, and application of penalties, the service of notices, and other matters incidental to the objects of the Bill.

To make provision for enabling the Corporation to appoint collectors of the poor rate, to divest the guardians of the poor of that power, and to enact all such provisions as may be necessary or incidental to that object.

To make provision against the wilful violation or contravention of any statutory provision now in force in the borough or of any of the

provisions of the Bill to which no specific penalty is attached, and to impose penalties.

To vary or extinguish all existing rights and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the following local Acts and Provisional Orders (that is to say):—The Cheltenham Improvement Act, 1852; the Cheltenham Improvement Act, 1889; the Local Government Board's Provisional Orders Confirmation (Abergavenny Union, &c.) Act, 1879; the Local Government Board's Provisional Orders Confirmation (Amersham Union, &c.) Act, 1880; the Local Government Board's Provisional Orders Confirmation (Berwick-upon-Tweed, &c.) Act, 1881; the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1883; the Local Government Board's Provisional Orders Confirmation Act, 1887; the Cheltenham Corporation Water Act, 1878; the Cheltenham Corporation Water Act, 1881; the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1883; the Local Government Board's Provisional Orders Confirmation Act, 1893; the Local Government Board's Provisional Orders Confirmation (No. 20) Act, 1896; the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1899; the Electric Lighting Orders Confirmation (No. 4) Act, 1890; the Electric Lighting Orders Confirmation (No. 6) Act, 1899; and the Electric Lighting Orders Confirmation (No. 9) Act, 1900; and any other Act relating to the Corporation and now in force in the borough.

To incorporate and apply, with or without amendment or modification, or to render wholly or partially inapplicable, as the case may require, all or some of the following public Acts (that is to say):—The Municipal Corporations Act, 1882; the Public Health Acts; the Markets and Fairs Clauses Act, 1847; the Local Loans Act, 1875; the Lands Clauses Acts, except the provisions of those Acts with respect to the purchase and taking of lands otherwise than by agreement; the Towns Police Clauses Act, 1847; the Infectious Diseases Notification Act, 1889; the Infectious Disease Prevention Act, 1890; and any other public or general Acts of Parliament which it may be necessary or desirable to incorporate and apply for effecting the intended objects.

Printed copies of the Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1902.

E. T. BRYDGES, Town Clerk, Cheltenham.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

CRYSTAL PALACE DISTRICT GAS.
(Change of Name; Repeal or Modification of Acts with respect to Quality, Illuminating Power, Purity, and Price of Gas; Sulphur Compounds other than Sulphuretted Hydrogen; Sliding Scale of Price and Dividend; Supply of Burners; Compulsory Purchase of Lands at Bell Green, Lower Sydenham, in the Parish and Metropolitan Borough of Lewisham; Power to use Lands notwithstanding Restrictive Covenants; Release of Company from Penalties for Non-observance of such Covenants; Additional Lands; Erection of Workmen's Cottages; Issue of Stock to Consumers or Employees; Election of Directors

by Employees holding Stock of the Company ; Regulations as to Nomination of Persons to Transfer Stock, &c. ; Diversion of Occupation Road at Bell Green ; Amendment of Acts.)

NOTICE is hereby given, that the Crystal Palace District Gas Company (hereinafter referred to as "the Company") 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) :—

To change the name of the Company to that of "The Sydenham and District Gas Company," or such other name as may be defined in the Bill.

To repeal or modify certain of the provisions of the Crystal Palace District Gas Act, 1873, and the Crystal Palace District Gas Act, 1893 (hereinafter referred to as "The Company's Act of 1873" or of 1893).

To alter the provisions now in force with respect to the quality of the gas to be supplied by the Company, both as regards its illuminating power and as regards sulphur compounds other than sulphuretted hydrogen, and to repeal the provisions of the Company's Acts of 1873 and 1893, with respect to the removal of such sulphur compounds.

To alter the provisions as to the standard price to be charged for gas as now regulated by the Company's Act of 1893, and to make new provisions with respect thereto, and also with respect to the sliding scale of price and dividend and the variation of dividend, in accordance with the increase or decrease of price.

To provide for the Company supplying to consumers of their gas who may require them burners suitable for the proper consumption of gas of the illuminating power proposed to be supplied, and to make provisions with respect to the method of testing the illuminating power and purity of the Company's gas.

To empower the Company to acquire, by compulsion or agreement, and to take and hold the lands next hereinafter described, or any estate or interest therein, not already vested in the Company, namely :—

Lands at Bell Green, Lower Sydenham, in the parish and metropolitan borough of Lewisham, comprising cottages in Southend-lane and land at the rear thereof, bounded on the east by the Mid-Kent line of the South-Eastern Railway Company, on the south by Southend-lane, on the north by the property and works of the Company, and on the west by the piece of land next hereinafter described.

Lands at Bell Green, Lower Sydenham, in the parish and metropolitan borough of Lewisham, belonging or reputed to belong partly to the Earl of Dartmouth and partly to the Corporation of Wardens of St. Saviour, Southwark, bounded on the south and west by Southend-lane, on the north by the lands and property of the Company, and on the east by the lands lastly hereinbefore described.

To empower the Company to use the lands hereinbefore described for storage of coal and coke, roads, sidings, workmen's houses and such other purposes of the Company's Undertaking as shall be defined by the intended Act, notwithstanding any restrictive covenants and conditions affecting such lands, and in particular notwithstanding the restrictive covenants and conditions affecting the lands firstly described which are contained in an indenture dated the 24th day of June, 1900, and made between William Stewart Forster and Alfred George Renshaw of the first part, Bartle John Laurie Frère and the said

William Stewart Forster of the second part, and George Bush of the third part, and to release the Company from any forfeiture or penalty to which they would otherwise be subject for the breach, non-observance or non-performance of such restrictive covenants and conditions.

To empower the Company to purchase and to take on lease and to hold lands for the general purposes of the Undertaking.

To empower the Company, notwithstanding any restrictive covenants or conditions, to erect on any lands belonging to or held on lease by them cottages or dwellings for workmen employed by them.

To make special provisions in respect to the issue, sale, or transfer of stock to consumers of gas supplied by or to persons in the employ of the Company.

To make provisions with respect to the election of a director or directors of the Company by employees of the Company holding the Company's stock.

To empower the Company to make regulations or to confirm regulations with respect to nominations for persons to transfer stock held by employees of the Company, and to make provisions with respect to such nominations, and to deal with moneys left in the hands of the Company on account of shares of employees in the profits of the Company.

To enable the Company to stop up, divert, or alter the occupation road leading from Southend-lane aforesaid across portions of the Company's Gas Works at Bell Green aforesaid to the Mid Kent Railway of the South Eastern Railway Company, and to extinguish all rights of way and other rights thereover and appropriate the site and soil thereof.

The Bill will extinguish all such rights and privileges as would interfere with any of its objects, and will confer other rights and privileges, and will repeal, alter, and amend all such provisions as may be deemed necessary or expedient of the Crystal Palace District Gas Company's Act, 1858, and the Companies Acts of 1873 and 1893, and any other Acts relating directly or indirectly to the Company or their Undertaking, and will incorporate with itself, with or without modification, such of the provisions as may be deemed expedient of the Lands Clauses Acts.

Duplicate plans of the lands intended to be taken compulsorily under the powers of the 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, and a copy of this Notice as published in the London Gazette, will, on or before the 29th 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 on or before the same date a copy of the said plan and book of reference, with a copy of this Notice, will be deposited with the Town Clerk of the Metropolitan Borough of Lewisham, at his office at the Town Hall, Catford, S.E.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 12th day of November, 1902.

BLYTH, DUTTON, HARTLEY, AND BLYTH,
112, Gresham House, Old Broad-street,
E.C., Solicitors.

DYSON AND CO., 9, Great George-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

CHARING CROSS, EUSTON AND
HAMPSTEAD RAILWAY.

(Further Powers for alteration of authorized Railways of Company and Edgware and Hampstead Railway Company; Acquisition of Lands and Easements in and under lands; Abandonment of Railway No. 3 authorized by Charing Cross, Euston and Hampstead Railway Act, 1899; Agreements with and Powers to other Railway Companies and London County Council and other Authorities; Transfer to Company of Powers of Edgware and Hampstead Railway Company; Agreements with and Powers to Underground Electric Railways Company of London Limited; Transfer to Great Northern, Piccadilly and Brompton Railway Company of the Undertaking and Powers of the Company; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Charing Cross, Euston and Hampstead Railway Company (hereinafter called "the Company") for an Act for effecting the purposes or some of the purposes following (that is to say):—

To authorize the construction of the portions hereinafter mentioned of the railways authorized by the Charing Cross, Euston and Hampstead Railway Act, 1902 (hereinafter called "the Act of 1902") and the Edgware and Hampstead Railway Act, 1902 (hereinafter called "the Edgware Act") in accordance with the levels shown on the sections to be deposited as hereinafter mentioned (that is to say):—

So much of Railway No. 1 described in the Act of 1902 and of Railway No. 1 described in the Edgware Act as the same are authorized to be constructed as lies between a point on the first-mentioned railway marked on the plans and sections referred to in the Act of 1902 1 mile 1 furlong from the commencement of the railway, and a point on the said railways authorized by the Edgware Act marked on the deposited plans and sections referred to in that Act 4 miles 3 furlongs from the commencement of the railway, and to provide and enact that the said Acts respectively shall be read and construed and the powers thereby conferred may be exercised as if the levels of the said portions of railways as shown on the sections to be deposited as hereinafter mentioned were substituted for the levels thereof as shown on the deposited sections referred to in those Acts respectively.

To empower the Company to purchase or acquire compulsorily or by agreement or to take on lease the lands (in which expression where used in this Notice lands, buildings, premises and property are included) for the general purposes of their Undertaking, hereinafter described, and easements in, over and under the same (that is to say):—

In the parish of Saint Martin in the Fields in the city and metropolitan borough of Westminster in the county of London.

(a) Certain lands being the eastern portion of the station yard or forecourt of the Charing Cross-station of the South Eastern Railway Company and the buildings thereon.

(b) Certain lands being the house and premises numbered 20, Cranbourne-street.

In the parish and metropolitan borough of Saint Pancras in the county of London.

(c) Certain lands being the houses and

premises numbered 72 and 73 Warren-street, and 297, 299 and 299a Euston-road.

(d) Certain lands being the houses and premises numbered 87, 89 and 91 Drummond-street.

(e) Certain lands being the houses and premises numbered 12, 13 and 14 Castle-place.

(f) Certain lands near the Midland Railway Company's Kentish Town station being the houses and premises on the east side of Kentish Town-road between the Midland Railway and Islip-street, and the properties on the west side of Frideswide-place being the houses and premises numbered 20, 22, 24, 26 and 28 Frideswide-place.

In the parish and metropolitan borough of Islington in the county of London.

(g) Certain lands on the west side of Junction-road and extending from the north-west corner of the junction of that road with Highgate-hill to Vorley-road.

In the parish of St. John, Hampstead, in the metropolitan borough of Hampstead in the county of London.

(h) Certain lands being the houses and premises numbered 5, 7 and 9 Haverstock-hill.

(i) Certain lands on the north-east side of Haverstock-hill and being part of the nursery grounds now or late in the occupation of John Russell.

(j) Certain lands on the north-east side of High-street extending for a distance of about 70 yards southward from its junction with Heath-street, and on the south-west side of High-street extending for a distance of about 100 yards southward of the said junction, and on the west side of Hollybush-hill extending for a distance of about 100 yards northward from its junction with Heath-street, and also the bank or slope on the western side of the lower or main carriage way of High-street and extending from Gayton-road to Willoughby-road.

In the parish and urban district of Hendon in the county of Middlesex.

(k) Certain lands being a portion of the property numbered 1,410 on the $\frac{1}{2500}$ Ordnance Map sheet, London xviii, Middlesex xi, 12 Edition, 1894-6.

To authorize 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 vaults, cellars, arches, or other offices attached to or belonging to any lands, 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 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.

To authorize 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 and hydraulic tubes, wires, electric apparatus, or

other works, conveniences and appliances, within or adjoining the aforesaid parishes, boroughs, and other areas or any of them, and to construct and maintain openings in any lands, streets, roads, squares, footpaths, passages and places under, along or across which any of the proposed works are intended to be made.

To empower the Company notwithstanding anything contained in the Charing Cross, Euston and Hampstead Railway Acts, 1893 to 1902, or in section 92 of the Lands Clauses Consolidation Act, 1845, to acquire an easement or right of using for the purposes of those Acts, and of the intended Act, the subsoil and under-surface of any public street, road or public place, without making any payment or compensation therefor, and also to acquire for the purposes aforesaid, easements under certain lands and properties in the parish of St. Anne, Soho, in the city and metropolitan borough of Westminster, being Nos. 1, 3, 5, and 7, Oxford-Street, which the Company were authorized to acquire under the Charing Cross, Euston and Hampstead Railway Acts, 1893 and 1894 without being required or compelled to purchase the said lands or any houses or buildings thereon.

To authorize 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 intended Act, and so far as may be necessary or expedient to exempt such lands, tenements, hereditaments and the Company in respect thereof from the provisions of the Lands Clauses Consolidation Act, 1845, and with respect to the sale of superfluous lands.

To empower the Company to abandon Railway No. 3 authorized by the Charing Cross, Euston and Hampstead Railway Act, 1899 (hereinafter referred to as "the Act of 1899").

To transfer and vest in the Company all the powers, rights and privileges now vested in the Edgware and Hampstead Railway Company, (hereinafter called "the Edgware Company") and all the lands and other property real or personal belonging to the Edgware Company and all other their Undertaking and the benefit of and subject to all contracts entered into by or with them or on their behalf, so that the Company may be enabled to act and be liable in all respects with reference to the Undertaking of the Edgware Company and the construction, maintenance and use of the railways and works authorized by the Edgware Act, and the purchase of lands for the purposes thereof respectively, and the levying, demanding and recovery of tolls, rates and charges in respect of the said Undertaking as fully and effectually to all intents and purposes as if the powers contained in the said Act had been originally conferred upon the Company, and to dissolve and wind up the Edgware Company, and to constitute the Undertaking of the Edgware Company part of the Undertaking of the Company, and to vary or extinguish the rights and interests of the shareholders in that Company, and to enable the Company to raise by the creation and issue of shares or stock with or without a preference in payment of dividend or other rights or privileges the share capital authorized by the Edgware Act, and for the purposes aforesaid to alter, amend, extend or repeal or to make applicable to the Company with or without variation or alteration all or some of the provisions of the said Act relating to the capital of the Edgware Company, and to make provision for the transfer to the Company

or to such person or persons as the intended Act may authorize or prescribe of the deposit fund referred to in the said Act or for substituting other persons for the persons therein named or referred to as depositors.

To authorize agreements between the Company and the Edgware Company with respect to all or any of the matters aforesaid, and with respect to the intended alteration of levels of their respective railways, and to confirm or give effect to any such agreement made or to be made prior to the passing of the intended Act.

To empower the Company on the one hand and the Underground Electric Railways Company of London Limited (hereinafter called "the Underground Company"), on the other hand, to enter into and carry into effect agreements for or with respect to the supply to the Company of electric power or current for the working of the intended railways and the railways and works authorized by the Charing Cross, Euston and Hampstead Railway Acts, 1893 to 1902, and the Edgware Act and the intended Act, and as to the haulage by the Underground Company of the trains on and the equipment and working and handling of the traffic of the said railways, and to empower the Company to lease their Undertaking to the Underground Company, and to empower the last mentioned Company to take on lease and work the same upon a rent or upon a guarantee of dividend, and to confirm and give effect to or to vary any agreements that may have been or may be made between the Company and the Underground Company.

To authorize the Company for all or any of the purposes of the intended Act to apply their funds and revenues and for such purposes and for the general purposes of their Undertaking to raise more money 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 such means.

To transfer and vest in or provide for the transfer to and vesting in the Great Northern, Piccadilly and Brompton Railway Company of the Undertaking, property, powers, rights, privileges, obligations and liabilities of the Company, including all or any of the powers to be conferred upon the Company by the intended Act, or some of them or some part or parts thereof respectively upon and subject to such terms pecuniary or otherwise and conditions as have been or may be agreed between the Company and the Great Northern, Piccadilly and Brompton Railway Company, or as may be prescribed by or under the intended Act, and to enable the Great Northern, Piccadilly and Brompton Railway Company to hold and work the Undertaking and property, and to exercise the powers, rights and privileges including the powers of taking lands, levying tolls, rates and charges, and raising capital, and all or any other powers of the Company, and to perform and discharge the obligations and liabilities so transferred, and for the purposes of such transfer and the carrying on of the Undertaking or exercising the powers, rights and privileges and performing and discharging the obligations and liabilities so transferred to apply their corporate funds and revenues, and to raise further money by the creation or issue of new ordinary or preference stock or shares and by borrowing or by debenture stock or by all or any of such means.

To provide, if necessary or thought expedi-

ent, for the dissolution and for the winding-up of the affairs of the Company.

To incorporate with the intended Act and to extend to the Company and to the railway and works proposed to be constructed under the intended Act all or any of the provisions of (amongst others) 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 to 1899, with such alterations 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.

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 and extend and if need be repeal the provisions or some of the provisions of the several Acts of Parliament hereinbefore mentioned or referred to and of the several Acts following (that is to say), the Charing Cross, Euston, and Hampstead Railway Acts, 1893 to 1902, and all other Acts relating to the Company, the Edgware and Hampstead Railway Act, 1902, and all other Acts relating to the Edgware Company, the Brompton and Piccadilly Railway Act, 1897, the Great Northern and Strand Railway Act, 1899, and all other Acts relating to the Great Northern, Piccadilly and Brompton Railway Company.

And notice is hereby given that on or before the 29th day of November instant, duplicate sections of the alteration of levels of railways proposed to be authorized by the intended Act and plans of 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 with the Clerk of the Peace for the county of Middlesex at his office at the Guildhall, Westminster, and that on or before the said 29th 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 railway 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, 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 and metropolitan borough of Westminster with the Town Clerk of that city at his office, in the cases of the metropolitan boroughs of St. Pancras, Hampstead and Islington, with the Town Clerks of those boroughs at their offices respectively, and in the case of the Hendon Urban District with the Clerk to the Hendon Urban District Council at his office.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1902.

GEORGE D. PERKS, Hamilton House,
Victoria Embankment, London, E.C.,
Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street,
Westminster, S.W., Parliamentary
Agents.

Board of Trade.—Session 1903.

ST. IVES (HUNTS) GAS.

(Additional Capital; Incorporation and Borrowing Powers; Amendment of Order, &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 or on behalf of the St. Ives (Hunts) Gas Company (Limited) (hereinafter referred to as "the Company"), in pursuance of the Gas and Waterworks Facilities Act, 1870, as amended by the Gas and Waterworks Facilities Act, 1870, Amendment Act, 1873, for a Provisional Order to enable the Company, for the purposes of their Undertaking, to raise additional capital by the creation and issue of new shares or stock, and by borrowing on mortgage, or by the creation and issue of debentures or debenture stock, or by any of such means, and to attach to such new shares, stock, or mortgages, or some part thereof, any preference or priority in the payment of dividends, and such other rights and privileges as may be defined in the Order. The said Order will or may vary and extinguish all rights or privileges which would interfere with any of its objects, and will confer other rights and privileges, and will or may alter, amend or repeal, so far as may be necessary, the provisions, or some of the provisions, of the St. Ives (Hunts) Gas Order, 1839.

Notice is hereby further given, that on or before the 29th day of November, 1902, a copy of this Notice, as published in the London Gazette, will be deposited at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the county of Huntingdon, at his office at Huntingdon.

On or before the 23rd day of December next, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and printed copies of the draft Order as so deposited, and of the Provisional Order when made by the Board of Trade, may be obtained at the offices of the undersigned Solicitors or Parliamentary Agents at the price of one shilling for each copy.

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, Whitehall Gardens, London, on or before the 15th day of January next ensuing, and a copy of such representation or objection must, at the same time, be sent to the undersigned Solicitors or Parliamentary Agents.

In forwarding to the Board of Trade such representations or objection, the Objectors, or their Agents, should state that a copy of the same has been sent to the Company's Solicitors or Agents.

Dated this 6th day of November, 1902.

HARVEY and CLARKE, Selborne-buildings,
Millstone-lane, Leicester,
Solicitors.

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

In Parliament.—Session 1903.

GAS LIGHT AND COKE COMPANY.

(Further powers to the Gas Light and Coke Company; Raising of additional Share ^{and}/_{or}

Loan Capital; Alteration of existing ^{and}/_{or} pro-

vision of another standard price with increase or decrease of dividend dependent on decrease or increase of price; Alteration of "authorized

price" ^{and}/_{or} "authorized rate of dividend";

Creation of Redemption Fund for reducing Capital; and all necessary Consequential or Incidental Provisions; Purchase of Lands by Agreement, and Confirmation of Purchases of Lands; Construction of Works on such respective lands for the Manufacture of Gas and Conversion of Residual Products; Extension of Time for Sale of Superfluous Lands, and Alteration or Repeal of Provisions of Lands Clauses Act, 1845, with respect thereto; Additional Lands by Agreement for the General Purposes of the Undertaking; Consequential and other amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Gas Light and Coke Company (hereinafter referred to as "the Company"), for leave to bring in a Bill for the objects and purposes following, or some of them (that is to say):—

To authorize the Company, for the purposes of the Bill and of their Undertaking, to raise additional share ^{and}/_{or} loan capital by the creation

and issue of ordinary stock, preference stock, and debenture stock, or one or more of such stocks and other share ^{and}/_{or} loan capital, and to create

and issue new shares ^{and}/_{or} stock, mortgages ^{and}/_{or}

debenture stock, and to borrow further moneys, and to attach to any such new shares or stock such priorities, rights, privileges, exemptions, advantages, or conditions as may be found desirable, or as may be authorized by the Bill.

To make provision for the creation and issue of such new ordinary stock, preference stock, ^{and}/_{or} debenture stock rateably and in such proportions the one to the other as may be prescribed by the Bill.

To authorize the Company to apply to any of the objects or purposes of the Bill, or of the Undertaking, any capital, moneys, or other funds in their hands, and which may not be required for the purposes for which they were authorized to be raised.

To alter or authorize the alteration of the standard price to be charged for the gas supplied by the Company, as fixed by the Gas Light and Coke Company Act, 1876. To adjust ^{and}/_{or}

alter the variation of dividend dependent on the increase or decrease of such standard price as provided for by the Gas Light and Coke Company's Act, 1898. To establish a new standard

price ^{and}/_{or} to fix the increase and decrease of dividend dependent on the decrease or increase of the price of gas supplied.

To adjust ^{and}/_{or} alter the "authorized price" ^{and}/_{or} "authorized rate of dividend" to such extent and in such manner as may be deemed expedient.

To consequentially ^{and}/_{or} otherwise amend the Company's Acts.

To make all such incidental and other provisions as may be found requisite or desirable with reference to the profits of the Company and the manner in which such profits shall be dealt with by the Company.

To authorize and empower, or, if deemed expedient, to require the Company to create and provide a redemption fund to be used and applied by the Company for the purpose of effecting a reduction in the aggregate amount of the capital of the Company entitled to dividend, or for such other purposes as Parliament may prescribe.

To authorize and empower the Company to purchase and acquire by agreement, and to hold and use for the purposes of their Undertaking, or as the case may require, to confirm and sanction the purchase and acquisition by the Company, in the names of trustees or nominees, and to vest in the Company all or some of the lands and hereditaments next hereinafter described, and now held by or in trust for the Company (that is to say):—

All those pieces or parcels of land situate in the parish of East Ham, in the county of Essex, containing 36 acres, or thereabouts, which said lands are shown and identified by the Nos. 94 (part of), 95 (part of), 96, 97 (part of), 98 (part of), 100 (part of), 101 (part of), 101A (part of), 127, 128 and 129 (part of), on sheet 67 of the Ordnance Map (edition 1894-1896, scale $\frac{1}{25000}$, or 25-344 inches to the mile), and by the Nos. 347B, 348 (part of), 362 (part of), 363, 364, 365, 366 (part of), 367 (part of), 373 (part of), and 412 (part of) on the map annexed to the apportionment of rent charge in lieu of tithes for the parish of East Ham aforesaid, and which said lands are bounded on the north by the northern outfall sewer belonging to the London County Council, on the east by lands belonging to the Company, on the south by the Beckton-road, and on the west by the East Ham Manor Way, as it now exists between the said Beckton-road and the said northern outfall sewer, and upon those lands to construct gas works and works for the manufacture and conversion of residual products of gas, and to make and store gas, and such residual products, and to exercise upon such lands all the powers now vested in the Company in regard to their existing gas lands and gas works with respect to the manufacture of gas and the conversion of residual products, together with such further powers as may be connected with or incidental to the manufacture, conversion, supply or consumption of gas or residual products, or as may be specified in the Bill.

To authorize and empower the Company to purchase and acquire by agreement, and to hold and use for the purposes of their Undertaking, other than the manufacture and storage of gas, and the manufacture and storage of residual products, or as the case may require, to confirm and sanction the purchase and acquisition by the Company, in the names of trustees or nominees, and to vest in the Company all or some of the lands and hereditaments next hereinafter described, and now held by or in trust for the Company (that is to say):—

First:—All those pieces or parcels of land situate in the parish of East Ham, in the county of Essex, containing 49 acres, or thereabouts, as the same are now or were lately in the occupation of Mark Gibbard, which said lands are shown and identified by the Nos. 98 (part of), 100 (part of), 105, 107 and 108 (part of) on the said Ordnance

Map, and by the Nos. 348 (part of), 349 (part of), 350, 351, and 362 (part of) on the said Tithe Map, and which said lands are bounded on the north as to part by the back gardens belonging to the houses in Roman-road, and as to part by the lands identified by the Nos. 106 and 109 on the said Ordnance Map; on the east by the said East Ham Manor Way, as it now exists between the said Beckton-road and the said northern outfall sewer; on the south as to part by the accommodation road formerly known as Aldertree-lane, and identified by the No. 101A on the said Ordnance Map, and as to part by the lands identified by the Nos. 99 and 103 on the said Ordnance Map; and on the west by the lands identified by the Nos. 99, 106, 118 and 119 on the said Ordnance Map.

Secondly:—All that piece or parcel of land, situate in the parish of East Ham, in the county of Essex, containing 6 acres, or thereabouts, as the same is now in the occupation of George Beddall, which said land is shown and identified by the No. 99 on the said Ordnance Map, and by the No. 361 on the said Tithe Map, and which said land is bounded on the north by the land identified by the Nos. 98 and 108 (part of) on the said Ordnance Map, on the east by the land identified by the No. 100 on the said Ordnance Map, on the south by Aldertree-lane aforesaid, and on the west by the land identified by the No. 103 on the said Ordnance Map.

Thirdly:—All that piece or parcel of land situate in the parish of East Ham, in the county of Essex, containing 32a. Or. 16p., or thereabouts, as the same is now in the occupation of Charles Northfield and Joseph Edwards, which said land is shown and identified by the No. 147 (part of) on the said Ordnance Map, and by the No. 388 on the said Tithe Map; and which said land is bounded on the north by the land identified by the Nos. 131 and 132 on the said Ordnance Map; on the east by the land identified by the Nos. 150, 147 (part of), and 151 on the said Ordnance Map; on the south by the land identified by the Nos. 148 and 149 on the said Ordnance Map; and on the west by the said East Ham Manor Way, identified by the No. 157 on the said Ordnance Map.

To empower the Company to purchase and acquire by agreement, and to hold and use such additional lands and hereditaments as they may from time to time require for the general purposes of their Undertaking other than the construction of gasworks, the manufacture or storage of gas, or the manufacture or conversion of residual products; and to sell, let, or otherwise dispose of any lands and hereditaments now belonging to the Company, or which they may hereafter acquire, and which may not be required for the purposes of their Undertaking.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their Undertaking, and to confer upon the Company further powers with reference to the retention, sale or disposition of such lands, and to repeal, alter, amend and extend with reference thereto the provisions of the Lands Clauses Act, 1845, with respect to the sale of superfluous lands.

The Bill will or may repeal, alter and amend all such rights and privileges as would interfere with any of its objects and confer other rights and privileges, and will or may repeal, alter and amend and make applicable to the purposes of the Bill all such provisions as may be necessary of the following local and personal Acts (that is to say):—the City of London Gas Act, 1868; the Gas Light and Coke Company's Act, 1868; the Gas Light and Coke Company's Act, 1870; the

Gas Light and Coke Company's Act, 1871; the Gas Light and Coke Company's Act, 1872; the Gas Light and Coke Company's Act, 1873; the Gas Light and Coke Company Act, 1876; the Gas Light and Coke Company's (Capital Consolidation) Act, 1898; and the schemes of amalgamation and Orders in Council made under all or any of those Acts, and also any other Act or Acts relating directly or indirectly to the Company or their Undertaking; and the Bill will or may incorporate with itself, *in extenso* or by reference, with or without alteration, such of the provisions as may be deemed expedient of the Lands Clauses Acts (except the provisions of those Acts with respect to the purchase and taking of lands otherwise than by agreement), the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; and the Companies Clauses Act, 1869.

Printed copies of the Bill will, on or before the 20th day of December, 1902, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

BEDFORD, MONIER-WILLIAMS and ROBINSON, 6 and 7, Great Tower-street, E.C., Solicitors for the Bill.

WYATT and Co., 24, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

CHARD CORPORATION GAS AND ELECTRICITY.

(Purchase by Compulsion or Agreement of Undertaking of Chard Gas Company; Winding up and Dissolution of Company; Transfer of Powers and Conferring of Additional Powers; Maintenance and Improvement of Works; Supply of Gas and Electricity in borough and parish of Chard: Supply in Bulk; Provisions as to Meters, Fittings and Apparatus; 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 Chard (hereinafter referred to as "the Corporation") for an Act for all or some of the following objects and purposes (that is to say):—

1. To empower and require the Corporation to purchase, by compulsion or agreement, the Undertaking, rights, powers, and properties of the Chard Gas Company (hereinafter called "the Company"), to provide for the transfer to and vesting in the Corporation of the said Undertaking, rights, powers, and properties, for the application of the purchase money and the payment of the Company's debts, for the taking over by the Corporation of the mortgage debt of the Company charged on the revenue of the Gas Undertaking of the Corporation or on such securities as may be mentioned in the intended Act, for the redemption or extinction of any mortgages, debentures, and debenture stock of the Company, for the payment by the Corporation of the costs incurred by the Company in promoting the Bill for the Chard Gas Act, 1902, for the employment of or compensation to officers and servants of the Company, and for the winding-up and dissolution of the Company; and to confirm and make all necessary provision for carrying into effect any agreement between the Company and the Corporation entered into prior to the passing of the intended Act, for the sale and purchase of the Undertaking, or otherwise in relation to the matters aforesaid.

2. To provide for the settlement by arbitration (in default of agreement) of the amount of purchase money or compensation for, and the terms and conditions of, the transfer to the Corporation of the Company's undertaking, rights, powers, and properties, and for the settlement of all other questions in relation to, or connected with, the transfer, and to provide that in any such arbitration regard shall not be had to the fact that the Company have obtained their Act of 1902.

3. To authorize the Corporation to carry on the Gas 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 hereinafter described, 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.

The lands hereinbefore referred to are as follows:—

Certain lands in the borough of Chard on part of which the existing works of the Company are situate, lying on the west side of and bounded by Victoria-avenue between the northern boundary of the Company's works and the house and premises numbered 10 in Victoria-avenue, and on the east side of Furnham-road, and bounded in part by that road for a distance of 225 feet or thereabouts in a southerly direction from the northern boundary of the Company's property and in other part by the property numbered 877 on the 25-inch Ordnance Map (1888 edition) of the parish of Chard, and bounded on the north by the house and premises numbered 12 in Victoria-avenue, and a house and premises in Furnham-road belonging or reputed to belong to Benjamin Lee and occupied by Richard Woolcott, and on the south in part by the northern boundary of the said house and premises numbered 10 in Victoria-avenue, and in part by an imaginary line drawn in continuation of that boundary to the said property numbered 877 on the said Ordnance Map.

Certain other lands in the said borough being part of the property numbered 870 on the said Ordnance Map, and lying on the south side of and bounded by the said imaginary line drawn in continuation of the northern boundary of the said house and premises numbered 10 in Victoria-avenue, and bounded on the south by other part of the said property numbered 870 on the said Ordnance Map, on the east by part of the garden of the house numbered 3 in Victoria-avenue and the gardens of the houses numbered 4 to 10 (both inclusive) in the same avenue, and on the west by the said property numbered 877 on the said Ordnance Map.

4. To authorize the Corporation to supply gas for all public and private purposes within the borough of Chard and the parish of Chard, both in the county of Somerset, or such other limits as may be prescribed by the intended Act.

5. To repeal the provisions of the Chard Gas Act, 1902, and to re-enact some or all of the provisions thereof, with amendments, and to render the same applicable to the Corporation.

6. To make provision in regard to matters incidental to the Gas Undertaking of the Corporation (including the following):—The price, pressure, quality, and testing of gas; the regulation of pipes and fittings on consumers' premises; the provision of anti-fluctuators; the period of error in defective meters; the laying

down of pipes in streets not dedicated to the public; the exemption of the Corporation 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 service of notices; the acquisition of patent rights; and the imposition, recovery, and application of penalties.

7. To authorize the Corporation to generate, supply, sell, and distribute electrical energy for public and private purposes as defined by the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, within the said borough and parish of Chard, or such other limits as may be prescribed by the intended Act.

8. To prescribe the maximum price to be charged for the supply of electrical energy.

9. The names of the streets in which it is proposed that electric lines shall be laid down within a specified time are: High-street and Holyrood-street.

10. To authorize the Corporation to refuse to supply electricity to persons whose payments to the Corporation are in arrear; to authorize special charges and to make special provisions in regard to the supply of electricity where the consumer has a separate supply; to prescribe the date to which the electric lighting accounts of the Corporation are to be made up; and in other respects to make further provision in regard to the supply of electricity and the powers of the Corporation in relation thereto.

11. To empower the Corporation to sell and let on hire, or otherwise deal in, fix and repair meters, pipes, fittings, engines, dynamos, lamps, electric lines, motors and other apparatus incidental to the supply, use or consumption of gas or electricity, and to exclude the same from liability to distress or to be taken in proceedings in bankruptcy.

12. To authorize the Corporation to purchase and take on lease lands, houses and buildings, and to hold, sell, and dispose of the same notwithstanding the provisions of the Lands Clauses Acts, and to erect and maintain dwelling-houses for persons in their employ.

13. 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 alter existing rates, rents and charges.

14. To empower the Corporation, 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 gas and electricity by the Corporation in bulk or otherwise.

15. To confer upon the Corporation, with reference to their Undertakings all or some of the rights, powers, and privileges of a local authority under the Public Health Acts, and to empower them to exercise such rights, powers, and privileges within and without their borough.

16. 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.

17. To provide for the application of the revenue and profits arising from the Gas Undertaking of the Corporation, and for meeting any deficiency in such revenue out of the district fund or such other fund or rate as may be indicated in the intended Act, and to provide for the formation and application of a reserve fund in respect of the said Undertaking.

18. To authorize the Corporation to borrow money for and in connection with the purchase

of the Company's Undertaking and the extension and improvement thereof, for the purpose of the electric lighting Undertaking of the Corporation for paying the costs of the intended Act and of opposing the Bill for the Chard Gas Act, 1902, and for other the purposes of the intended Act, and to charge the repayment upon the security of the gas and electricity Undertakings of the Corporation or the revenues thereof, and upon the district fund and the general district rate, and any other rates, revenue, or property of the Corporation, or on any of such securities, and to empower the Corporation to grant and issue mortgages, stock, debentures, and debenture stock in respect thereof.

19. To alter, amend, extend, enlarge, or repeal, or re-enact with or without amendment, all or some of the provisions of the Chard Gas Act, 1902, and any other Act relating to the Company, or their Undertaking, or to the borough of Chard.

20. To incorporate with the intended Act all or any of the provisions contained in the schedule to the Electric Lighting (Clauses) Act, 1899, and to provide that the Corporation shall be deemed to be the Local Authority for the purposes of all or any of such provisions, and to apply such provisions to the Undertaking of the Corporation, subject to such variations and exceptions as may be contained in the intended Act, and amongst others to exclude the provisions of Sections 23 (1), and 83 and 84 of the said schedule.

21. To incorporate, with amendments, all or some of the provisions of the Lands Clauses Acts, the Gasworks Clauses Act, 1847, the Gasworks Clauses Act, 1871, the Public Health Acts, the Local Loans Act, 1875, and any Act or Acts varying or amending 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 20th day of December next.

Dated this 13th day of November, 1902.

CANNING and KYRKE, Chard, Solicitors for the Bill.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

CROSSGATES, HALTON, AND SEACROFT GAS.

(Provisional Order.)

(Additional Lands, and Construction thereon of Works for the Manufacture of Gas and Residual Products; Conversion of Share Capital and Stock; Increase of Capital and Borrowing Powers, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, by the Crossgates, Halton, and Seacroft Gas Company Limited (hereinafter called "the Company"), for a Provisional Order, under the Gas and Water Works Facilities Act, 1870, to be confirmed by Parliament in the next Session, for the following purposes, or some of them (that is to say):—

To authorize the Company, in addition to the land forming the site of their existing gas works, to purchase and acquire by agreement, or take on lease and to hold, certain lands situate in the parish or township of Barwick-in-Elmet, in the West Riding of the county of York (that is to say):—

A piece or parcel of land containing by admeasurement 4,833 square yards or thereabouts, bounded on or towards the north by an occupa-

tion road, the property of D'Arcy Bruce Wilson, on or towards the south by land and property of the North Eastern Railway Company, on or towards the west by land and property of D'Arcy Bruce Wilson, and on or towards the east partly by a back street known as Back Marshall-street and partly by the site of the existing works of the Undertakers.

To construct, erect, and maintain on the said lands all such buildings, machinery, plant, apparatus and works as may be necessary for, or incidental to, the manufacture of gas, and to make or produce and store on the said lands gas and all or any residual products from coal or other materials.

To authorize the Company to consolidate and convert into stock bearing a uniform or varying rate of dividend all or any of their existing share capital, and for the purposes of their Undertaking to raise additional capital by the creation and issue of shares or stock (ordinary or preferential or both) to borrow on mortgage or otherwise, and to create and issue debenture stock.

To repeal, alter, or amend the provisions of the Crossgates, Halton, and Seacroft Gas Order, 1898, with respect to the price to be charged by the Company for gas, and to substitute therefor a standard price with sliding scale of dividend.

And notice is hereby further given that on or before the 29th day of November, 1902, a copy of this Notice as published in the London Gazette and a map or plan showing the land proposed to be used for the manufacture and storing of gas and residual products will be deposited at the Office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield.

On or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the Office of the Board of Trade, and printed copies of the draft Order when deposited may be obtained at the offices of the undersigned Solicitors or Parliamentary Agents at the price of one shilling for each copy.

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, Whitehall-gardens, London, on or before the 15th day of January next ensuing, and a copy of any such representation or objection must at the same time be sent to the undersigned Solicitors or Parliamentary Agents. 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 sent to the Company's Solicitors or their Agents.

When the Provisional Order has been made by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office aforesaid, and copies will be supplied to all persons applying for the same at the undermentioned offices, at the price of one shilling for each copy.

Dated this 12th day of November, 1902.

BANKS NEWELL, RAWSTORNE, and HAMMOND, Prudential-buildings, Bradford, Yorks, Solicitors.

SHEPWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

COVENTRY ELECTRIC TRAMWAYS.

(Power to the Coventry Electric Tramways Company to Construct Additional Tramways; Deviations and Alterations of Existing Tramways; Interference with Streets and Roads; Electrical or other Motive Power; Gauge; Posts; Overhead Wires; Tolls, Rates, and Charges; Additional Capital; Agreements with Corporation of Coventry and other Local Authorities, Bodies, and Persons; Amendment or Repeal of all or some of the Provisions of the Tramways Act, 1870, and of the Coventry Electric Tramways Act, 1897, with respect to the Acquisition of the Existing and Additional Tramways and Undertaking of the Company by said Corporation, and to other matters; Power to Corporation to Acquire the Additional Tramways; Contribution by Company to Cost of Authorized Street Widening by Corporation; Bye-laws and Regulations; Incorporation, Amendment, Application, or Repeal of Acts, &c.; other powers and purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Coventry Electric Tramways Company (hereinafter called "the Company") for an Act (hereinafter called "the Bill") for all or some of the following purposes (that is to say):—

1. To authorise the Company to make and maintain, work and use all or some of the tramways and works hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting-rooms, stables, carriage-houses, engine-houses, stations, depôts, sheds, buildings, works, and conveniences connected therewith respectively, and to enter upon, take, and use the lands and property required for the purposes of such tramways and works as shown on the deposited plans and described in the deposited books of reference after mentioned, or any of them.

(In the following descriptions of the proposed tramways, works, and narrow places, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where 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, and the places (if any) where any tramway will be laid along any street or road, 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 and the nearest rail of the tramway, are described as regards each tramway under the heading "Narrow Places.")

The tramways and works above referred to and proposed to be authorized will all be situate in the city and parish of Coventry, and are as follows:—

Tramway No. 1, commencing in Old Allesley-road in line with the eastern side of Mount-street, passing thence along Old Allesley-road into Spon End, and terminating therein at a point 20 yards westward from the most westerly

point of the building at the corner of Spon End and Butts.

Tramway No. 2, commencing in Spon End by a junction with Tramway No. 1 at its termination, passing thence in an easterly direction along Spon End, Spon End-bridge, Spon-street, Fleet-street, Smithford-street, including Ram-bridge, and terminating in the last-named street at a point 6 yards northward from the north-eastern corner of the King's Head Hotel.

Tramway No. 3. Commencing in Smithford-street by a junction with Tramway No. 2 at its termination, passing thence in an easterly direction along Smithford-street into and across Broad Gate into High-street, and terminating therein at a point in line with the western side of Grey Friars-lane.

Tramway No. 4. Commencing in High-street by a junction with Tramway No. 3 at its termination, passing thence eastward along High-street, Earl-street, Jordan Well, Gosford-street (including the bridge over the River Sherborne), into and terminating in Far Gosford-street by a junction with the existing tramway opposite a point 17 yards eastward from the eastern side of Lower Ford-street.

Tramway No. 5. Commencing in Smithford-street by a junction with Tramway No. 2 at its termination, passing in a north-easterly direction along Smithford-street into Broad Gate, and terminating therein by a junction with the existing tramway (as proposed to be deviated as hereinafter mentioned) at a point 5 yards northward from the northern side of Smithford-street.

Tramway No. 6. Commencing in High-street by a junction with Tramway No. 4 at its commencement, passing thence in a north-westerly direction along High-street, Smithford-street, into and terminating in Broad Gate by a junction with the existing tramway (as proposed to be deviated as hereinafter mentioned) at a point 17 yards northward from the northern side of Smithford-street.

Tramway No. 7. Commencing in Broad Gate by a junction with the existing tramway (as proposed to be deviated as hereinafter mentioned) at a point 3 yards northward from the southern side of Market-place, passing thence in a southerly direction along Broad Gate between the existing tramway lines (as proposed to be deviated as hereinafter mentioned), and terminating by a junction with the existing tramway (as proposed to be deviated as hereinafter mentioned) in Broad Gate at a point 25 yards northward from the northern side of Smithford-street.

Tramway No. 8. Commencing in Spon End by a junction with Tramway No. 1 at its termination, passing thence in a south-easterly direction along Spon End and into Butts, and terminating therein at a point 7 yards north-westward from the north-western side of Sovereign-row.

Tramway No. 9. Commencing in Butts by a junction with Tramway No. 8 at its termination, passing thence in a south-easterly direction along Butts, and terminating therein at a point 10 yards north-westward from the north-western side of Albany-road.

Tramway No. 10. Commencing in Butts by a junction with Tramway No. 9 at its termination, passing thence in a south-easterly direction

along Butts, and terminating therein at a point 10 yards south-eastward from the south-eastern side of Albany-road.

Tramway No. 11. Commencing in Butts by a junction with Tramway No. 10 at its termination, passing thence in a south-easterly direction along Butts, Queen's-road, Stoneleigh-terrace, Grey Friars-green, Warwick-road, and terminating in that road by a junction with the existing tramway at a point opposite the northern pillar of the principal gateway to Darlaston House, Warwick-road.

Tramway No. 12. Commencing in Spon End at a point 13 yards westward from the north-western pillar on the northern parapet of Spon End-bridge, passing thence in a southerly direction along Spon End and into Butts, and terminating therein by a junction with Tramway No. 9 at its commencement.

Tramway No. 13. Commencing in Butts by a junction with Tramway No. 9 at its termination, passing thence in a southerly direction along Butts and into Albany-road, and terminating therein at a point 5 yards south-westward from a point in line with the north-eastern boundary of St. Thomas's Churchyard.

Tramway No. 14. Commencing in Butts by a junction with Tramway No. 11 at its commencement, passing thence in a westerly direction along Butts into Albany-road, and terminating therein by a junction with Tramway No. 13 at its termination.

Tramway No. 15. Commencing in Albany-road by a junction with Tramways Nos. 13 and 14 at their common termination, passing thence in a south-westerly direction along Albany-road, across Earlsdon-lane into Earlsdon-street, and terminating therein at a point in line with the north-eastern side of the City Arms public-house.

Tramway No. 16. Commencing in Earlsdon-street by a junction with Tramway No. 15 at its termination, passing thence in a south-westerly direction along Earlsdon-street, Ratcliffe-road, Rochester-road, and terminating therein at a point in line with the eastern side of Whor-lane.

Work A.—A deviation of the existing tramway of the Company in Broad Gate, commencing at a point 9 yards northward from the southern side of Market-place, and terminating at a point 11½ yards northward from the northern side of Smithford-street.

The Bill will authorize the Company to take up the existing tramway lines between the above-mentioned points, and relay them so that at a point 27 yards southward from the southern side of Market-place, the existing westmost tramway line will be situate 8 feet westward from its present position, and so that at a point 22 yards southward from the southern side of Market-place, the existing eastmost tramway line will be situate 12 feet westward from its present position, and that the existing eastmost tramway line at the termination of the intended deviation will be situate 12 feet eastward from its present position.

Work B.—The substitution of a double line for the single line of the existing tramway of the Company, commencing at a point in Broad Gate, 11½ yards northward from the northern side of Smithford-street at the termination of Work A, passing thence in a southerly direction along Broad Gate, Hertford-street, the open space between Hertford-street and Grey Friars-green, Grey Friars-green, Warwick-road, and Eaton-road, and terminating in Eaton-road at

a point 26 yards southward from the southern side of Saint Patrick's-road.

Work C.—The substitution of a double line for the existing tramway of the Company—

(1) Between a point in Bishop-street 32 yards northward from the northern side of Hales-street and a point in Burgess 34 yards southward from the southern side of Hales-street.

(2) Between a point in Burgess 8 yards southward from the southern side of Hales-street and a point in Hales-street 32 yards eastward from the eastern side of Bishop-street.

Work D.—To alter the levels of Albany-road for a distance of 40 yards southward from the southern side of the bridge conveying the London and North Western Railway (London and Birmingham Railway) over Albany-road, and for a distance of 40 yards northward from the same point.

Narrow Places.

Tramway No. 2.—At Spon End-bridge on both sides thereof for a distance of 25 feet on either side of the centre of the bridge.

In Spon-street on both sides thereof between points respectively 5 yards and 108 yards west of Crow-lane.

In Fleet-street and Smithford-street on both sides thereof, between a point 25 yards westward from the western side of West Orchard and a point 6 yards northward from the north-eastern corner of the King's Head Hotel.

Tramway No. 3.—In Smithford-street on the southern side thereof between Hertford-street and Grey Friars-lane, and in High-street on the north side between Broad Gate and a point in line with the western side of Grey Friars-lane.

Tramway No. 4.—In High-street and Earls-street on the north side, between a point in line with the western side of Grey Friars-lane and a point 27 yards east of Hay-lane, and on the south side between Grey Friars-lane and a point 17 yards east of Little Park-street.

In Earl-street, Jordan Well, and Gosford-street on the north side, between St. Mary-street and a point opposite White Friars-lane, and on the south side between a point 67 yards east of Little Park-street and White Friars-lane.

Tramway No. 5.—In Smithford-street and Broad Gate on the northern and western sides respectively, between a point 6 yards northward from the north-eastern corner of the King's Head Hotel and a point 5 yards northward from the northern side of Smithford-street.

Tramway No. 9.—In Butts on both sides thereof, between Sovereign-row and Hope-street.

Tramway No. 11.—In Stoneleigh-terrace and Warwick-road on the southern side of Grey Friars-green, between Warwick-row and a point opposite the northern pillar of the principal gateway to Darlaston House.

Tramway No. 15.—In Albany-road on both sides thereof, between points respectively 140 and 168 yards north of the bridge carrying the London and North Western Railway (London and Birmingham Railway) over that road.

Tramway No. 16.—In Rochester-road, between points respectively 20 yards and 66 yards east of Whor-lane.

Work B.—In Hertford-street on the west side, between a point 22 yards south of the southern side of Smithford-street and the northern side of Union-street, on the east side between a point 22 yards south of the southern side of Smithford-street and Warwick-lane, and in

Warwick-road on the east side of Grey Friars-green throughout its length.

Work C.—In Burgess and Bishop-street on both sides, between points respectively 34 yards southward from the southern side of Hales-street and 17 yards northward from the northern side of Hales-street.

In Hales-street on the southern side for a distance of 4 feet eastward from the eastern side of Burgess.

2. The proposed tramways are intended to be constructed on a gauge of 3 feet 6 inches, with such grooves, plates, or tubes as may be necessary to work the same, and it is not intended to run on the proposed tramways carriages or trucks adapted for use on railways.

3. To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, footways, places, pavements, railways, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric, telegraph, and telephonic tubes, posts, wires and apparatus within the city and parish of Coventry, for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines or double lines for single lines, altering or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill, and to straighten and set back the edge or kerb of the footpath, footway, or pavement on both sides or any side of any street or road in or along which any of the proposed tramways will be laid.

4. To empower the Company in making the proposed tramways and works to deviate from the lines and levels thereof, as shown on the plans and sections to be deposited as hereinafter mentioned.

5. To enable the Company for all or any of the purposes of the Bill, and for the general purposes of their Undertaking, to purchase or acquire by compulsion or agreement, and hold lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, depôts, waiting-rooms, engine-houses, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property.

6. 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, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways and works, or any of them, or for connecting them with the authorized tramways of the Company, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works, or buildings of the Company.

7. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

8. To empower the Company to work and use the proposed tramways and works, or any of them, by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at and applied from the exist-

ing generating station of the Company at Priestley's-bridge, Stoney Stanton-road, in the city of Coventry, or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, and for such 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 Bill, and in particular power to enter upon and to open the surface of and to lay down on, in, under, or over the surface of any street, road, footway, footpath, or place, railway, or bridge, such posts, wires, tubes, mains, plates, 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, building, or bridge such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the proposed tramways and works or for connecting them with the authorized tramways of the Company, or for providing access to or in connection with any engines, machinery, or apparatus, and to empower the Company, for the purpose of working of the proposed tramways and works and of the Bill, to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses, in relation to such electrical or other mechanical power.

9. To enable the Company to levy tolls, rates, and charges, for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers and traffic thereon, and to alter, modify, or increase all or any of the tolls, rates, and charges which the Company are now authorized to levy and recover, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates, and charges.

10. To reserve to the Company the exclusive right of using on the proposed tramways and works engines and carriages with flange wheels, or wheels specially or particularly adapted to run on a grooved rail.

11. To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials, and for the determination of any difference between the Company and any Local or Road Authority, or the surveyor or other official of any such authority, as to the paving and materials for paving of the proposed tramways and works and of the existing tramways of the Company, and as to the method to be adopted by the Company in executing any works affecting any street, road, footway, footpath, or place.

12. To authorize the Company when by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road, or place, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or place, and maintain, work, and use, so long as occasion may require, a temporary tramway, channel, conduit, or electric line, or temporary tramways, channels, conduits, or electric lines in lieu of the tramway, channel, conduit, or electric line, or part of a tramway,

channel, conduit, or electric line so removed, or discontinued to be used, or intended so to be.

13. To empower the Company on the one hand, and the Mayor, Aldermen, and Citizens of the City of Coventry (in this Notice called "the Corporation") and any Local Authority or other bodies corporate or persons, or any of them, having respectively the control or management or the duty of directing the repairs of any footways, footpaths, streets, roads, and places respectively on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and in particular with respect to the laying down, placing, altering, maintaining, renewing, repairing, working, and the using of the proposed tramways and works, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same and the acquisition of the proposed tramways and works or any of them, or of any lands and properties acquired by the Company by such authorities, bodies, or persons, and the contribution by such authorities, bodies, or persons to the expenses incurred by the Company in respect of any of the matters aforesaid, and to confirm or give effect to any agreements entered into or to be entered into with the Corporation or any such authorities, bodies, or persons with respect to any of the aforesaid purposes.

14. To authorize agreements between the Company and the Corporation with reference to the sale to and purchase by the Corporation of the proposed tramways and works and of the existing tramways and undertaking of the Company or any part or parts thereof, whether within or beyond the City of Coventry, and to provide that, notwithstanding anything contained in the Tramways Act, 1870, or the Coventry Electric Tramways Act, 1897 (hereinafter called "the Act of 1897"), or any other Act, such sale and purchase may be effected at such time or times, and on such terms and conditions, as may be agreed between the Company and the Corporation or as the Bill may prescribe, and for such purposes to alter, amend, or repeal all or some of the provisions of the Tramways Act, 1870, and the Act of 1897, and confer and impose on the Company and the Corporation such powers and obligations as may be necessary in that behalf. To amend and extend the provisions of section 19 of the Tramways Act, 1870, and to authorize the Corporation, in the event of their acquiring the Undertaking of the Company or any part thereof, and the Company to enter into agreements for the lease by the Corporation to the Company of the Undertaking, or part of the Undertaking, so acquired for such period, and on such terms and conditions as may be agreed upon, or as may be prescribed by the Bill.

15. To alter the provisions of the Tramways Act, 1870, and the Act of 1897, so far as they restrict the rate of speed for travelling upon the tramways of the Company, and to authorize an increased rate of speed upon such tramways.

16. To authorize the Company to increase their capital for all or any of the purposes of the Bill, and for the general purposes of their Undertaking, and to raise further capital by new ordinary or preference shares and by borrowing, and to authorize the Company to apply to the like purposes and to the general purposes of their Undertaking all or any part of the capital which they are authorized to raise.

17. To authorize the Company to contribute towards the cost incurred by the Corporation in executing the widening of the Butts authorized by the Coventry Corporation Act, 1900 (hereinafter called "the Act of 1900"), and therein described as "Street Work No. 6," such sum as may be agreed upon between the Company and the Corporation, or as the Bill may prescribe.

18. To incorporate with the Bill or to repeal and re-enact sections 23 and 24 of the Act of 1900 with reference to the tramway of the Company in Warwick-road, in the city and parish of Coventry, thereby authorized to be maintained by the Company.

19. To provide for the appointment of an auditor or auditors by the Company, and the holding of the ordinary meetings of the Company once instead of twice in each year.

20. To empower the Board of Trade from time to time to make, and the Company to enforce, bye-laws and regulations for regulating the use of electrical power and for ensuring the protection and accommodation of passengers in the tramcars and traffic in and along the streets and roads in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Bill.

21. To amend and extend or repeal the provisions of the Tramways Act, 1870, with respect to the opening of streets and roads, and to authorize the Company to open any street or road in which the proposed tramways and works will be situate, for the purpose of constructing, repairing, altering, or relaying such tramways and works for a distance of 300 yards, or such other distance as the Bill may prescribe, in lieu of the distance of 100 yards prescribed by section 26 of that Act.

22. To incorporate in the Bill the Lands Clauses Acts, and extend and apply to the proposed tramways and works all or some of the powers and provisions of the Tramways Act, 1870, the Coventry and District Tramways Act, 1880, 1882, 1883, and 1884, the Coventry Electric Tramways Act, 1897, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of those Acts, and of the Locomotives Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, the Electric Lighting Acts, 1882 and 1888, the Coventry Corporation Act, 1900, and of all other Acts of Parliament and Orders of the Board of Trade relating to the Corporation or the Company, or which may be affected by or interfere with the objects of the Bill.

23. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill and of the contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges and all such powers other than those hereinbefore mentioned on the Company as may be requisite or necessary for the purposes of the Bill.

24. And notice is hereby further given, that plans and sections in duplicate of the tramways and works proposed to be authorized by the Bill, and the lands, houses, and other property which will or may be taken or used for the purposes thereof or 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 on or before the 29th day of November instant for public inspection with the Clerk of the Peace for the County of Warwick, at his office in Leamington,

and with the Town Clerk of the City of Coventry, at his office in Coventry.

25. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1902.

BROWETTS, 23, Bayley-lane, Coventry ;
Solicitors for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-
street, Westminster, S.W. ;
Parliamentary Agent.

In Parliament.—Session 1903.

**MIDLAND AND BELFAST AND NORTHERN
COUNTIES RAILWAY COMPANIES.**

(Amalgamation; Dissolution of Belfast and Northern Counties Railway Company; Provisions as to Capital; Compensation to Officers, &c., and other incidental matters; Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Midland Railway Company (hereinafter called "the Company") for an Act for the purposes following, or some of them (that is to say):—

To transfer to and vest in, or to authorize and provide for the transfer to and vesting in the Company, by amalgamation or otherwise, from and after such period and upon such terms and conditions as may have been or may hereafter be agreed on, or as may be fixed and determined or authorized in and by or under the provisions of the intended Act of the Undertaking of the Belfast and Northern Counties Railway Company (hereinafter referred to as "the Northern Counties Company"), and all railways, works, lands, buildings, plant, rolling stock, steam, and other vessels, machinery, books, stores, property, and effects of the Northern Counties Company, including their interest in any railways, stations, and works held by them jointly with any other company or companies, and all their property and effects, and their interests in and with respect to the use or otherwise of other railway Undertakings or portions of Undertakings, canals, ferries, steam vessels, roads, stations, and works, and all their rights, powers, and privileges, of what nature or kind soever, and with reference to the management, maintenance, and use of their own Undertaking and the Undertakings of other companies, the raising and borrowing of moneys, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to or holding of shares in, or debts affecting other lines of railway, canals, ferries, steam vessels, roads, stations, or works, or providing plant or rolling stock, or otherwise including any works, property, effects, and interests vested in, or which may become vested in the Northern Counties Company solely or jointly, with any other company or companies, or which they may be authorized to construct and acquire, and any rights, powers, or privileges which may be conferred on them, in virtue of any Act or Acts already passed or which may be passed in the ensuing Session of Parliament.

To dissolve or to make provision for the dissolution of the Northern Counties Company, and for the winding up of their affairs.

To provide for the issue to, and the acceptance by the holders of, shares, stocks, and securities of the Northern Counties Company of shares, stocks, or securities of the Company, in lieu of and in substitution for the shares, stocks, and securities now held by such holders respectively, and if thought fit, to vary, alter, or cancel all or

some of the rights and interests of such holders, and to substitute therefor other rights and interests, in such manner and subject to such terms and conditions as may be or may have been agreed upon, or may be authorized or provided for by the intended Act.

To provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the name and under the hands of their directors, officers, and servants, as the case may be, of the rights, powers, privileges, liabilities, and obligations of the Northern Counties Company, or such of them as may be transferred, or be authorized to be transferred, by the intended Act, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges or otherwise, and to empower the Company to exercise any unexercised powers of the Northern Counties Company with reference to the raising of capital by shares or by borrowing.

To make provision for compensation to the officers of the Northern Counties Company whose services may not be required in consequence of the amalgamation.

To confirm or give effect to any agreement made or to be made between or by or on behalf of the two companies, and any acts done by them, or either of them in contemplation or anticipation of or in any way relating to the intended amalgamation, and to authorize agreements between the said Companies in reference thereto.

To empower the Company to raise further capital for all or any of the purposes of the intended Act, and of any other Act of the same Session, and for any other purpose of or connected with any railway belonging to them, either alone or jointly with any other company or companies, or otherwise for the general purposes of the Company by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to them, or which they may by any other Act of the ensuing Session be authorized to raise.

To vary and extinguish all rights and privileges which would impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

And so far as necessary or expedient for the purposes of the intended Act to alter, amend, and enlarge, or to repeal and re-enact and consolidate with such amendments as may be expedient, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say):—

The Act, local and personal, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Company;

The Acts, local and personal, 8 and 9 Vic., cap. 81, and 23 and 24 Vic., cap. 16, and all other Acts relating to the Northern Counties Company.

And notice is hereby given, that on or before the 20th day of December next printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

BEALE and Co., 28, Great George-street,
Westminster, S.W. ;

TORRENS, SONS, AND BRISTOW, 9, Wel-
lington-place, Belfast ;

Solicitors.

SHERWOOD and Co., 7, Great George-
street, Westminster, S.W.,

Parliamentary Agents.

In Parliament.—Session 1903.

HASTINGS HARBOUR DISTRICT
RAILWAY.

(New Railways; Deviation of portions of Authorized Railways and consequential Abandonment; Compulsory Purchase of Land; Tolls; Power to pay Interest out of Capital during Construction; Working Agreement with South-Eastern, London Chatham and Dover, and London Brighton and South Coast Railway Companies; Agreements with Hastings Harbour Commissioners and Corporation of Hastings; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Hastings Harbour District Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To authorize the Company to deviate from and alter the line and levels of portions of Railway No. 1 authorized by the Hastings Harbour District Railway Act, 1897, (hereinafter called "the Act of 1897") and to make and maintain the deviated or substituted portions of railway situate wholly in the county of Sussex, hereinafter described with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

A Deviation Railway (No. 1) commencing in the parish of All Saints by a junction with Railway No. 1 authorized by the Act of 1897 at or about a point 2 furlongs from the commencement of said authorized Railway No. 1 and terminating in the parish of St. Helens by a junction with Railway No. 2 authorized by the Act of 1897 at or about a point 6 furlongs 7·40 chains or thereabouts from the commencement of authorized Railway No. 2 aforesaid.

A Deviation Railway (No. 2) commencing in the parish of St. Matthew by a junction with the said authorized Railway No. 2 at or about a point 1 mile 4 furlongs and 8 chains from the commencement of said authorized Railway No. 2 and terminating in the parish of Hollington Rural by a junction with the South Eastern Railway (Tunbridge Wells and Hastings branch) at a point in the rails thereof 294 yards or thereabouts from the South Eastern corner of the house known as "the Grove" measured in a south-easterly direction and 337 yards or thereabouts from the point where the western fence of Harley Shute-road crosses the said railway and branch.

To authorize the Company to make and maintain the railways hereinafter described in the county of Sussex, together with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

A Railway No. 4 commencing in the parish of Hollington St. John by a junction with Deviation Railway No. 2, hereinbefore described; of the authorized Railways Nos. 2 and 4, at a point 1 mile 6·30 chains from the commencement of said Deviation Railway No. 2. Such point being distant 240 yards or thereabouts from the southern side of Gillsman's Hill, where it crosses Hollington Stream measured in a south-westerly direction, and 247 yards or thereabouts from the junction of Harley Shute-road with Gillsman's Hill measured in a south-easterly direction, and terminating in the parish of St. Leonard at a point situate 34 yards or thereabouts from the northern edge of the bridge carrying Filsham-road over the Tunbridge Wells and Hastings branch of the South Eastern Railway measured in a north-westerly direction, and 190 yards or thereabouts from the south-western corner of West St. Leonard's passenger

station house, measured in a north-westerly direction.

A Railway No. 5 commencing in the parish of St. Leonard, at the point of termination of Railway No. 4 hereinbefore described, and terminating in the parish of St. Leonard by a junction with the London Brighton and South Coast Railway, at a point in the rails thereof situate 120 yards or thereabouts from the south-western corner of the London Brighton and South Coast Railway passenger station house measured in a westerly direction, or 70 yards or thereabouts from the north-eastern corner of said railway's goods shed measured in a north-easterly direction.

Railway No. 6 commencing in the parish of St. Leonard, at the point of junction of Railways Nos. 4 and 5, hereinbefore described, and terminating in the parish of St. Leonard at a point situate 33 yards or thereabouts from the south-eastern corner of West St. Leonard's station house, measured in a southerly direction, and 90 yards or thereabouts from the north-western corner of Hertfordshire Convalescent Home measured in a north-westerly direction.

The said intended Deviation Railways Nos. 1 and 2, and new Railways Nos. 4, 5, and 6, will pass from, through, or into the borough, parishes, extra parochial, and other places following, or some of them (that is to say):—

The parishes of All Saints, St. Clement, St. Mary in the Castle, St. Helens, St. Matthew, St. Leonard, Hollington St. John, and Hollington Rural, the county borough of Hastings, all in the county of Sussex, and the bed and foreshore of Hastings Bay.

To empower the Company to purchase by compulsion or agreement lands, houses, hereditaments, and other property for the purposes of the intended new railways and deviation railways or other the purposes of the intended Act, and to acquire and take easements or other rights or interests in, over or affecting lands, houses, tenements, hereditaments, and other property, and notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to enable the Company to purchase and take part only of or any easement 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 alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, hereditaments and property, or which would impede or in any manner interfere with the construction, maintenance or use of the said intended railways and deviation railways, and to confer other rights and privileges.

To authorize the Company to cross, divert, alter or stop up temporarily or permanently all roads, highways, streets, footpaths, ways and rights of way, pipes, aqueducts, sewers, canals, rivers, streams, watercourses, reservoirs, bridges, railways, tramways, and telegraphic and telephonic apparatus which it may be necessary to cross, stop up, interfere with, alter or divert for the purposes of the construction of the intended railways and deviation railways, or any of them.

To authorize the Company to deviate laterally or vertically from the lines and levels of the said intended railways and deviation railways, or any of them to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned or as may be provided by the Bill.

To abandon and relinquish the construction of so much and such portions of the railways authorized by the Act of 1897 as will be rendered unnecessary by the construction of the intended deviation railways.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, and charges in respect of the intended railways and deviation railways, or any of them.

To alter existing tolls, fares, rates, and charges.

To confer exemptions from the payment of tolls, rates, fares, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorize the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company, interest, or dividends, on any shares or stocks of the Company for such period during the construction of the railways as may be authorized by the intended Act.

To empower the Company on the one hand, and the South-Eastern Railway Company and the London Chatham, and Dover Railway Company, or the Managing Committee of those Companies, or the London Brighton, and South Coast Railway Company, or any of them, on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof, the collection, transmission, management, regulation, interchange, and delivery of traffic upon, and coming from or destined for the railways of the contracting Companies; the supply of engines, stock, and plant, and of officers and servants for the conveyance and conduct of traffic on the railways of the Company; the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, income, and profits arising from such traffic; and to sanction or confirm any contracts or agreements which have been, or may be, entered into touching any of the matters aforesaid.

To empower the Company on the one hand and the Hastings Harbour Commissioners and the Mayor, Aldermen, and Burgesses of the county borough of Hastings, or either of them, on the other hand, to enter into and carry into effect contracts and agreements, inter alia, with respect to the use and accommodation to be afforded for the traffic at the harbour by the Commissioners or the Company as the case may be, and also in regard to any sidings or connections to facilitate the traffic of the Company at the harbour, and the Bill will sanction or confirm any such agreement or arrangement for effecting any of the aforesaid objects and for facilitating traffic arrangements and agreements between the aforesaid parties.

To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging to them, or which they have power to raise for other purposes, and to raise additional capital on their Undertaking by shares or stocks either with or without a preference or priority in the payment of dividend attached thereto, or by borrowing or debenture stocks, or by all or any of those means.

The Bill will, so far as necessary for the purposes aforesaid or any of them, vary or extinguish all powers, privileges, and jurisdictions which may interfere with its objects, and so far as may be requisite for the purposes thereof, the Bill will amend or enlarge some of the powers and provisions of the Hastings Harbour District Railway Act, 1897, the Hastings Harbour District Railway (Extension of Time) Act, 1902, the Local and Personal Act 6 Will. IV., cap. 75, and all or some of the other Acts

relating to the South-Eastern Railway Company, and 9 and 10 Vict., cap. 283, and any other Act or Acts relating to the London Brighton and South Coast Railway Company,

And notice is hereby given, that on or before the 29th day of November instant, plans and sections of the intended railways and deviation railways showing the lines and levels thereof respectively, and the lands which may be taken for the purposes or under the powers of the Bill, with a book of reference to such plans, together with an Ordnance Map, with the lines of railway delineated thereon, 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 Sussex, at his office at Lewes, in the said county, and with the Clerk of the Peace for the county borough of Hastings, at his office at Hastings, and that 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 in or through which the intended railways and deviation railways are proposed to be made, and a copy of this Notice, published as aforesaid, will also be deposited as follows, that is to say:—

As relates to the county borough of Hastings, with the Town Clerk of that borough at his office.

As relates to any urban district with the Clerk to the Urban District Council 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 Rural District Council.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

BROADSTAIRS GAS.

(Acquisition of Lands by Compulsion or Agreement; Compulsory Purchase of Easements; Power to Construct and Maintain Gas Works and Store Gas, &c., on Lands to be Acquired; Purchase of Additional Lands by Agreement; Power to Sell or Let Lands; Additional Capital; Power to Supply Gas, Fittings, etc., for Heating and other Purposes and to Charge therefor; Exemption conferred by Section 14 of Gasworks Clauses Act, 1847, to apply to Articles and Fittings supplied by the Company; Power to Refuse to Supply Persons in Debt for other Premises; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Broadstairs Gas Company (hereinafter referred to as "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes (that is to say):—

To empower the Company to purchase or acquire by compulsion or agreement, and to hold for the purposes hereinafter mentioned, and for the general purposes of the Company, all or some of the following lands (that is to say):—

(a) A piece of land being part of the Hopeville Estate, situate in the parish of St. Peter Extra, in the Isle of Thanet, in the county of Kent, containing by admeasurement three acres

two roods or thereabouts, belonging or reputed to belong to Stanley Mockett, Brooke Mockett and Sherwood Mockett, and in the occupation of Stephen Holley, and forming part of enclosure No. 95 on the $\frac{1}{2500}$ Ordnance Map of the Isle of Thanet (2nd Edition, 1898), which said piece of land is bounded on the north-east by the London, Chatham and Dover Railway, on the south-east by other land belonging or reputed to belong to the said Stanley Mockett, Brooke Mockett, and Sherwood Mockett, and on the south-west by land belonging or reputed to belong to Edward Lock Tomlin.

(b) A strip of land 20 feet or thereabouts in width and 175 feet or thereabouts in length, forming part of the said enclosure No. 95, and lying between the said land (a) hereinbefore described, and the road known as Northdown-road and bounded on the north-east by the bridge carrying the said Northdown-road over the aforesaid railway, and on the south and west by land belonging or reputed to belong to the said Stanley Mockett, Brooke Mockett and Sherwood Mockett on the north-west by the said land (a) hereinbefore described, and on the south-east by the said Northdown-road.

Or in lieu of taking the said piece of land (b) hereinbefore described the Bill may take power to acquire compulsorily or by agreement an easement or right of way over the said land for the purposes of access to the said land (a) hereinbefore described.

To authorize the Company on the land (a) hereinbefore described or referred to, or on any part or parts thereof, to erect, construct, lay down, provide, maintain, alter, improve, enlarge, extend, and renew or discontinue, additional or other gas works and works for the manufacture and storage of gas, and for the manufacture, conversion, utilisation, storage and distribution of materials used in or residual products resulting from such manufacture, and to lay down, maintain, alter, improve, enlarge, extend and renew all necessary retorts, gasholders, receivers, drains, sewers, mains, pipes, machinery and other works and apparatus and conveniences, and do all such acts as they may think proper for making and storing gas, and for supplying gas within the limits of the Company for the supply of gas, and to make, store, and supply gas accordingly; and to manufacture, sell, provide, supply and deal in lime, coke, chemicals, tar, pitch, asphaltum, sulphate of ammonia, ammoniacal liquor, and all other products or residuum of any materials employed in or resulting from the manufacture of gas, as they may from time to time think fit.

To enable the Company to stop up and extinguish all rights of way (if any) over the lands of the Company and the lands proposed to be acquired under the powers of the Bill.

To enable the Company to purchase additional lands by agreement, and to hold and use the same for the general purposes of their Undertaking, and from time to time to sell, let, or otherwise dispose of lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their Undertaking.

To constitute the lands and works to be acquired, held, maintained, constructed, or made under the powers of the Bill part of the Undertaking of the Company, and to extend and make applicable thereto, with or without modification or variation, all or some of the provisions of the Broadstairs Gas Act, 1875, the Broadstairs Gas Order, 1883, the Broadstairs Gas Act, 1902, and any other Acts or Orders relating to the Company.

To empower the Company to raise additional capital, by the creation and issue of new shares or stocks (ordinary or preferential), or by loans or debenture stock, or by any one or more of those methods, and to attach to any such new shares or stocks such preference or priority of dividends or other advantages or rights as the Bill may define, and to empower the Company to apply their corporate funds and revenues for all or any of the purposes of the Bill.

To authorize the Company to manufacture, provide, sell, let on hire, and otherwise deal in gas meters, prepayment meters, stoves, fittings, gas engines, dynamos, motors, ranges, pipes, and conveniences (hereinafter collectively referred to as "conveniences") for lighting, heating, motive power, and all other purposes whatsoever, and to provide all materials and do all necessary and proper works in connection therewith, and to charge the cost thereof to capital account, and to supply or work the same with or by means of gas, and to sell, fit up, or let the same, and to charge and receive rents, charges, and remunerations for the sale and supply of gas and other services rendered with respect to such conveniences, whether for gas or for any other purpose, for lighting or heating, cooking or motive power, and to enact that the exemption conferred by section 14 of the Gas Works Clauses Act, 1847, in respect to meters shall be deemed to apply to such conveniences, and to confer, vary, and extinguish exemptions from the payment of such rates, charges, and remunerations.

To empower the Company to refuse a supply of gas to persons in debt to the Company for gas, fittings, &c., in respect of premises previously occupied by such persons until such debt is discharged.

To confer upon the Company all powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill 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, and to enact by the Bill all such provisions as may be incidental or necessary for giving full effect to the objects thereof.

To incorporate with the Bill, or to re-enact with such variations, modifications, and exceptions as may be expedient, or to amend or repeal so far as may be necessary, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Acts, the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871.

To amend or repeal, so far as may be necessary or expedient for giving due effect to the several purposes and objects aforesaid, or some of them, or other the purposes of the Bill, the provisions, or some of the provisions of the several local and personal Acts of Parliament following, that is to say: the Broadstairs Gas Act, 1875, the Broadstairs Gas Order, 1883, the Broadstairs Gas Act, 1902, and any other Act or Acts, Order or Orders, relating to or affecting the Company.

And notice is hereby also given, that a plan of the lands and other property which may be taken or used compulsorily under the powers of the Bill with a book of reference to such plan, and a copy of this Notice, as published in the London Gazette, will, 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, in that county, with the Clerk to the Urban District Council of Broadstairs and St. Peter's at his office at the Council

Offices, Broadstairs, with the Clerk to the Isle of Thanet Rural District Council at his office at Minster in the said Isle of Thanet, and with the Clerk to the Parish Council of St. Peter Extra at his office.

Printed copies of the proposed Bill will, before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

R. W. COOPER and SONS, 5, Victoria-street, Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1903.

FRINTON-ON-SEA SEA DEFENCES.

(Construction of Sea Wall and other Sea Defence Works by the Urban District Council of Frinton-on-Sea; Compulsory Purchase of Lands, Easements, &c.; Appropriation of Lands; Improvement of Greensward, &c.; Power to Levy Rates on Goods and Persons, and Rates or Assessments on Property within the Urban District of Frinton-on-Sea; Power to aforesaid Council to Borrow Money and Apply Funds; Provisions as to Regulation of Greensward, Cliffs, and Seashore; Contribution to Bands; Bye-laws; Incorporation of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill to effect the following, or some of the following, among other purposes, namely:—

To authorize the Council for the Urban District of Frinton-on-Sea (hereinafter respectively called "the Council" and "the District") to make and maintain in the parish and Urban District of Frinton-on-Sea, and the parish of Walton-le-Soken in the urban district of Walton-on-the-Naze, in the county of Essex, and on the bed and shore of the sea adjoining thereto, the following works, or some of them, or some part or parts thereof (that is to say):

1. The continuation eastward of the pitching and facing of the cliff from the point at which the pitching and facing now existing terminates near the western end of the Greensward at Frinton-on-Sea to a point 270 yards or thereabouts eastward of the termination of such existing pitching and facing.

2. A sea wall commencing at the point last above described and terminating at or about the northern end of the stone groyne known as the "Walton Groyne," situated opposite the house known as "Sandy Hook."

3. The pitching and facing of the cliff from the termination of the said intended sea wall above described for a distance of 350 yards or thereabouts eastward to the eastern boundary of the district.

4. In connection with and as part of the said intended works above described, the cutting down, pitching, facing, straightening, and leveling of the cliff above and adjoining such intended works.

5. All necessary groynes, embankments, piers, jetties, buttresses, culverts, intercepting and other drains, cuts, roads, approaches, landing places, stairs, lifts, footpaths and other works and conveniences in connection with the aforesaid intended works.

6. To authorize the Council to lay out, improve and plant the cliff in front of the district and the property known as the "Greensward," and to purchase, construct, and maintain thereon seats, kiosks, refreshment rooms, reading rooms, lavatories, shelters, paths and other works and

conveniences; and to let or take charges for the use thereof.

7. To authorize the Council:—

(1) To deviate laterally and vertically from the lines and levels of the intended works, as shown on the plans and sections hereinafter mentioned.

(2) To purchase or take in the said parishes and districts, and on the bed and shore of the sea adjoining the same lands, buildings, and other property and easements therein, thereunder or thereover, by compulsion or agreement for the purposes of the intended works and of the Bill generally, and especially to take such easements as may be requisite for the construction and maintenance of the pitching and facing (Work No. 3) above described, and works in connection therewith without acquiring the property on which the same will be constructed, and to appropriate to the purposes of the Bill any lands belonging to them and to purchase by agreement other lands, and to vary and extinguish all rights and privileges connected with the lauds, buildings, and property so purchased or taken.

(3) To cross, divert, alter or stop up, whether temporarily or permanently, all such roads, highways, footpaths, landing places, pipes, sewers, drains, channels, streams, and watercourses within the aforesaid parishes and districts, and on the bed and shore of the sea, as it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended works and of the Bill.

(4) To demand, take, and recover rates, dues, and other payments upon and in respect of persons, goods, articles, and things landed at or embarked from any landing places constructed by the Council under the powers of the Bill, or on or across the said intended works, or any of them, or the foreshore in front thereof, and to confer exemptions from and compound for any such rates, dues, and other payments, and to vary existing rates, dues, and payments.

(5) To make (if thought fit) and levy, and recover special rates or assessments upon the owners, lessees, and occupiers, or any of them, of houses, buildings, lands, and other hereditaments within the district, or such part of the district as the Bill may define for the purposes of the intended works, and for other the purposes of the Bill, and to borrow money upon the security of such rates or assessments, and on the credit or security of the District Fund and General District Rate of the district, and of such other rates and assessments, whether now leviable or to be authorized by the Bill as the Bill may define, or upon the security of any such funds, rates, and assessments for such purposes, and for the purpose of paying any expenses payable by the Council in relation to making up the road fronting the Greensward and repaying any loans borrowed with the sanction of the Local Government Board for the purpose of any sea defence works, and if thought expedient to authorize the Council to apply to the purposes of the Bill any moneys raised by them, or which they may for the time being have power to raise for sea defence works or otherwise.

8. To make provision with respect to the apportionment and payment of such rates and assessments and the payment of sums in gross in lieu of rates or assessments or otherwise relating thereto, and to confirm any agreements made or to be made between the Council and any owners, lessees, or occupiers with respect thereto, and to make provision for ascertaining and fixing by arbitration or otherwise the assessable value of any lands, houses, or property liable to be rated or assessed under the powers

of the Bill, and to confer exemptions from the payment of any rates and assessments.

9. To make provision with respect to the user and management of the Greensward and the cliffs within and the seashore adjoining the district, and the prevention and regulation of hawking and selling of articles, or carrying on shows or performances, or playing of games and music thereon, or the erection of stands, stalls, or other erections, or the exhibition of advertisements thereon, and for the regulation of bathing and boating and the licensing of boats and boatmen, and generally for the preservation of order and good conduct amongst persons resorting to the said Greensward cliffs and seashore, and to empower the Council to make bye-laws with respect to any of the aforesaid matters and generally for carrying into complete effect and securing the due execution of all or any of the objects and purposes of the Bill, and to provide for the enforcement of such bye-laws or of any of the provisions of the Bill by penalty or otherwise as may be prescribed in the Bill.

10. To authorize the Council to contribute towards the expenses of a public band.

11. The Bill will vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the purposes of the Bill and will confer other rights and privileges.

12. And the Bill will or may incorporate with itself, with or without variation, the provisions or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during construction of works and the Public Health Acts.

And notice is hereby given, that on or before the 29th day of November instant, plans and sections of the works proposed to be authorized by the Bill, showing the lines, situation, and levels thereof, and the lands to be acquired 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 Essex, at his office at Chelmsford, and with the Clerk to the Council at his office, and with the Clerk to the Walton-on-the-Naze Urban District Council at his office.

Printed copies of the Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

RADCLIFFE, GATOR, and HOOD, 20, Craven-street, Charing Cross, W.C., Solicitors for the Bill;

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

In Parliament.—Session 1903.

THAMES CONSERVANCY.

(Further Powers to the Conservators of the River Thames for the Improvement of the said River and for facilitating the Traffic thereon; Extension of the Port of London so as to include the whole of the River to the High Water Mark from Teddington Lock, in the Counties of Middlesex and Surrey, to an Imaginary Line drawn from Havengore Creek in the County of Essex to Warden Point in the Isle of Sheppey, in the County of Kent, and consequential Repeal of so much of the Thames Conservancy Act, 1894, as Relates to the Definition of the existing Port; Powers to Dredge in the Estuary of the Thames and Extension of the Existing Powers of the Conservators as to Dredging and Bal-

lasting; Alteration of Existing Dues and Imposition of New Dues; Repeal of Exemptions from Existing Dues; Exemptions from Dues; Alteration of the Constitution of Conservators; Payment to Members; Consolidation or Amalgamation of Funds of Upper and Lower Navigation; Further Borrowing Powers; Purchase of Lands by Agreement for purpose of erecting Jetties and Accommodation for the Loading and Unloading of Vessels; To authorize the Conservators to require certain of the Dock Companies of the Port of London respectively to Execute and Maintain Improvements of the Existing Docks and New works, and to provide for referring any differences to Arbitration; Agreements with Dock Companies; Repeal of the Powers conferred on the Master, Wardens and Commonalty of Watermen and Lightermen, of the River Thames as to Licensing and Control of Watermen and Lightermen and Transfer of the Powers of the said Master, Wardens and Commonalty to the Conservators; Prohibitions; Penalties; Incorporation, Repeal, and Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Conservators of the River Thames (in this Notice called "the Conservators") for leave to bring in a Bill and to pass an Act to effect the purposes, and to confer the powers, rights and privileges following, or some of them (that is to say) :—

To alter or repeal the provisions of section 3 of the Thames Conservancy Act, 1894, and the second schedule to that Act relating to the limits of the Port of London, to extend the said limits and to provide that the new and extended limits shall be the limits of the Port of London for all purposes, and to provide that the extended area comprised therein shall include the whole of the river to high-water mark from Teddington Lock in the counties of Middlesex and Surrey to an imaginary line drawn from Havengore Creek in the county of Essex to Warden Point in the Isle of Sheppey in the county of Kent. To provide that the new or extended area shall be so defined as to be wholly independent of any existing or future limits of the port for Customs purposes, and to provide further that no alteration of the limits of the port for Customs purposes shall involve any corresponding necessity for altering or varying the new or extended area of the port as proposed to be defined by the Bill.

To provide that the powers of dredging and ballasting which under the Act of 1894 the Conservators are authorized to exercise within the limits of that Act, may be exercised by them throughout the new or extended area to be defined by the Bill and to confer upon the Conservators further or extended powers within that area and also beyond that area, and those limits seaward to an imaginary line drawn from Harwich Haze to the North Foreland. To empower the Conservators to dredge, cleanse, and scour the Estuary of the Thames and to alter, deepen, restrict, enlarge, widen, diminish, lengthen, shorten, straighten and improve the bed and channels of the same, and to reduce or remove any shoals, shelves, banks, or other accumulations in the same, and to abate or remove or cause to be abated or removed all impediments, obstructions, and annoyances and all nuisances and abuses whatsoever in the same or on the banks or shores thereof.

To authorize and empower the Conservators to levy the following new, additional or increased dues, charges, fees and other payments:—

- (a) River dues on all goods and coal, coke, culm, or cinders brought into or taken out of the port, subject to maxima for different classes, transhipped goods being charged one way only.
- (b) River tonnage dues on ships.
- (c) Mooring dues on vessels for the use of moorings in the river for loading or discharging ships.
- (d) Dues or fees for the use of any public quays or jetties the property of the Conservators and for the use of cranes or other apparatus or accommodation thereon.
- (e) Annual licensing fees on barges and steam tugs using the river.

Also to make provision for repealing existing exemptions in favour of the following classes of vessels, that is to say:

- (f) Vessels under 45 tons register coastwise.
- (g) Vessels with corn coastwise.
- (h) Vessels carrying passengers only.
- (i) Vessels not breaking bulk.

To authorize the Conservators to levy new, additional or increased tolls, rates and charges, to alter any existing tolls, rates and charges, to confer, vary or extinguish exemptions from the payment of tolls, rates and charges, to extend their powers for the collection and recovery of the same, and to authorize the Conservators to compound with persons and bodies for the payment of such tolls, rates and charges.

To extend and enlarge the powers of the Conservators with regard to borrowing and reborrowing money, to authorize them to borrow further moneys, to prescribe the mode in which money may be borrowed, to authorize them to consolidate their loans, create and issue debenture and other stock, grant mortgages or annuities perpetual or otherwise, to provide sinking funds for the repayment of moneys borrowed or for the redemption and extinguishment of any stock or annuities, to provide for the consolidation, amalgamation and classification of the accounts, receipts, expenditure, credits, liabilities, and funds relating to the upper and lower navigation of the river, to enable the Conservators to pay off, take up, reduce, compound, redeem, cancel, extinguish, or otherwise deal with all or any portion of moneys borrowed by bonds or debts taken over or contracted by them, and to apply their funds or any moneys which they may become possessed of towards all or any of the purposes of the Bill, and to make all such monetary arrangements as may be necessary or expedient.

To reconstruct, confirm or alter, the present constitution of the Conservators as constituted under the Thames Conservancy Act, 1894.

To continue, reduce or increase the present number of Conservators, and to abolish or alter the right of any person to be a Conservator or of any body or persons to nominate, appoint or elect Conservators:

To empower any bodies or persons already represented on the Board of Conservators to nominate, appoint or elect members on the Board and to provide for the representation of such other bodies or persons as may be prescribed in the Bill or be determined by Parliament.

To prescribe, define, alter and regulate the powers, rights, duties and qualifications, nomination, appointment, election, retirement and rotation of existing substituted, additional

and future members of the Board; and to provide for and prescribe the qualifications of and scale and mode of voting by any persons or body of persons who elect, nominate or appoint, and who may be authorized by the Bill to appoint, nominate, or elect members of the Board, and to make rules and regulations with reference to the matters aforesaid and other the objects of the Bill, to make all necessary and full provisions for the filling up of vacancies, the preparation and revision of lists of persons entitled to vote at any election of members of the Board, the periodical revision and correction of such lists; the hearing and determining of claims and objections, and the appointment if necessary of Revisors; the payment of Conservators and all other incidental matters.

To authorize the Conservators to purchase and acquire lands and other hereditaments by agreement for the provision of public quays or jetties, and accommodation for the loading and unloading of vessels, and all or any other purposes of the Bill.

The Bill will vary and extinguish all rights and privileges which may interfere or be inconsistent with any of its objects, and will confer other rights and privileges which may be expedient for carrying those objects into effect or in relation thereto.

To enact provisions for conferring powers on the Conservators to require and compel the London and India Docks Company, the Surrey Commercial Dock Company, and the Millwall Dock Company, or any of those respective Companies, to execute and maintain such improvements of their respective existing docks and works, and such new works as the Conservators may deem expedient or desirable, and to provide that any difference arising between such Dock Companies or any of them and the Conservators shall be referred to the arbitration of the Board of Trade or to the arbitration of a person to be appointed by the Board of Trade.

To empower the Conservators on the one hand and the said Dock Companies or any one or more of them on the other hand, to enter into agreements in relation to the respective Undertakings of the said Dock Companies or any part or parts thereof, or to any such improvements or works as last aforesaid.

To repeal or alter or to provide for the repeal or alteration of all or some of the Acts relating to the Master, Wardens and Commonalty of Watermen and Lightermen of the River Thames (herein called the Watermen's Company), and to enact other provisions in lieu, and particularly to transfer to the Conservators the existing powers of the Watermen's Company, to authorize and empower the Conservators to license and control Watermen and Lightermen navigating the River Thames, to regulate lighters and other craft, and to make and enact all proper and incidental provisions in relation to those objects or any of them, and to repeal, alter or amend any bye-laws made by the Watermen's Company, and to confer on the Conservators power to make bye-laws in relation thereto. To prohibit all persons not licensed by the Conservators from navigating vessels, barges or other craft on the River Thames, and to impose penalties.

So far as may be necessary to effect all or any of the purposes aforesaid or other the objects of the Bill to amend, repeal or extend and if necessary make applicable all or some of the

provisions now in force of all or any of the Acts following (that is to say) :—

The Thames Conservancy Act, 1894, and any other Act or Acts relating to or affecting the Conservators, 63 and 64 Vic., cap. 111, and any other Act or Acts relating to the London and India Docks Company, 27 and 28 Vict., cap. 31, 57 and 58 Vic., cap. 67, 62 and 63 Vic., cap. 18, and any other Act or Acts relating to the Surrey Commercial Dock Company, 27 and 28 Vic., cap. 255, and any other Act or Acts relating to the Millwall Dock Company, the Watermen's and Lightermen's Amendment Act, 1859, the Thames Watermen's and Lightermen's Act, 1893, and any other Act relating to or affecting that Company.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

By Order of the Board.

JAMES HUGHES, Thames Conservancy Office, Victoria Embankment, E.C., Solicitor for the Bill.

WYATT and Co., 24, Abingdon-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1903.

NEWCASTLE-UPON-TYNE CORPORATION TRAMWAYS (PROVISIONAL ORDER).

(Construction of Tramways in the City of Newcastle; Gauge of Tramways; Motive Power; Temporary Tramways or Works; Exclusive Right of User; Repair, &c., of Roads; Tolls, &c.; Tramways to form part of Corporation Tramways; Breaking up Roads, &c.; By-laws; Incorporation and Amendment of Acts; Miscellaneous Provisions.)

NOTICE is hereby given, that the Mayor, Aldermen, and Citizens of the City and County of Newcastle-upon-Tyne (hereinafter referred to as "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 purposes (that is to say) :—

To enable the Corporation to make, lay down, form, maintain and use wholly in the City and County of Newcastle-upon-Tyne 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, turn-outs, crossings and passing-places, tramway plant, machinery, apparatus, appliances, and conveniences connected therewith respectively.

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.

The following are the tramways proposed to be authorized by the Order :—

Tramway No. 1 (a double line 1 furlong 4·20 chains in length), situate wholly in the parish of St. John, commencing in Scotswood-road by a junction with the existing tramway in that road at a point about 2 chains southward from the intersection of Scotswood-road and Derwent-place, passing thence into and along Clayton-street West, to and terminating in Clayton-street

by a junction with the existing tramway in that street at a point about half-a-chain northward from the intersection of Clayton-street and Westgate-road.

Tramway No. 2 (a junction tramway double line, 1·65 chains in length), situate wholly in the parish of St. John, commencing in Clayton-street West by a junction with the proposed Tramway No. 1 at a point about 1 chain north-eastward from the intersection of Clayton-street West and Derwent-place, and terminating in Derwent-place by a junction with the existing tramway therein at a point about 1 chain westward from the intersection of Clayton-street West and Derwent-place.

Tramway No. 3 (a junction tramway double line, 2·45 chains in length), situate wholly in the parish of St. John, commencing in Clayton-street West by a junction with the proposed Tramway No. 1 at a point about 2 chains north-eastward from the intersection of Clayton-street and Derwent-place, and terminating in Neville-street by a junction with the existing tramway in that street at a point about one-and-a-half chains north-eastward from the intersection of Neville-street and Derwent-place.

Tramway No. 4 (a junction tramway double line, 1 chain in length), situate wholly in the parish of St. John, commencing in Clayton-street West by a junction with the proposed Tramway No. 1 at a point about half a chain south-westward from the intersection of Clayton-street West and Westgate-road, and terminating in Westgate-road by a junction with the existing tramway in that road at a point about half a chain eastward from the intersection of Clayton-street West and Westgate-road.

Tramway No. 5 (a double line 4 furlongs 1·10 chains in length), situate partly in the parish of St. John and partly in the parish of St. Andrew, commencing in Clayton-street, in the parish of St. John, by a junction with the existing tramway in that street at a point about 1 chain south-westward from the intersection of Clayton-street and Newgate-street, passing thence into and along Newgate-street and Percy-street to and terminating in Barras Bridge, in the parish of St. Andrew, by a junction with the existing tramway in Barras Bridge at a point opposite, or nearly opposite, the northern side of College-road.

Tramway No. 6 (a junction tramway double line, 1·70 chains in length), situate wholly in the parish of St. Andrew, commencing in Percy-street by a junction with the proposed Tramway No. 5 at a point about 1 chain northward from the intersection of Percy-street and Blckett-street, and terminating in Blckett-street by a junction with the existing tramway in that street at a point about 1 chain eastward from the intersection of Percy-street and Blckett-street.

The several 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 motive power to be used upon the tramways is electrical power.

It is not proposed to lay any of the said tramways so that for a distance of 30 feet or upwards there will be a less space than 9 feet 6 inches between the outer edge of the footpath and the nearest rail of the tramway on either side of the street except in the following places, that is to say :—

Tramway No. 1.

In Clayton-street West on the south side thereof between Pink-lane and Westgate-road.

Tramway No. 5.

In Percy-street on the eastern side thereof between points respectively one chain southward

and three chains northward of the centre of Prudhoe-street.

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.

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 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, 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.

To authorize 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, goods, minerals, animals, merchandise and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To constitute the said tramways for all purposes part of the Corporation Tramways as defined in the Newcastle-upon-Tyne Corporation Tramways Extensions Act, 1902.

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.

To empower the Corporation to make regulations and by-laws, and to impose penalties for the breach of any such by-laws.

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 Newcastle-upon-Tyne Tramways and Improvement Act, 1877; the Newcastle-upon-Tyne Corporation Tramways Order, 1879; the Newcastle-upon-Tyne Improvement Act, 1882; the Newcastle-upon-Tyne Improvement Act, 1892; the Newcastle-upon-Tyne Tramways Order, 1895; the Newcastle-upon-Tyne Tramways and Improvement Act, 1899; the Newcastle-upon-Tyne Corporation Tramways Extensions Act, 1902; and of the Tramways Act, 1870; and the Lands Clauses Acts (except the provisions thereof with respect to the purchase and taking of lands otherwise than by agreement); and 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 local Acts and Orders hereinbefore mentioned or any of them 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 the objects of the intended Order.

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 29th day of November instant, with the Clerk of the Peace for the county of Northumberland, at his office at the Moot Hall, Newcastle-upon-Tyne, and with the Clerk of the Peace of the city, at his office at Newcastle-upon-Tyne, 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 city of Newcastle-upon-Tyne, being the office of the Corporation.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1902; 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 City of Newcastle-upon-Tyne, and at the offices of Messrs. Dyson and 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, 1903, and copies of such objections must at the same time be sent to the Corporation at the office of the Town Clerk of the City of Newcastle-upon-Tyne, 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 18th day of November, 1902.

HILL MOTU, Town Clerk, Newcastle-upon-Tyne.

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

In Parliament.—Session 1903.

SHEFFIELD AND SOUTH YORKSHIRE NAVIGATION.

(New Works; Incidental Provisions relating to Works; Compulsory Purchase of Lands; Tolls, Rates, and Charges; Use of and Diversion of Water from River Dun Navigation for intended Works; Powers of Entry upon Lands for Works of Repair, &c., of Existing Navigations; Payment of Interest out of Capital in respect of New Canal, Bramwith to Sykehouse; Holding, Sale, Leasing, &c., of Lands; Incorporation and Amendment of Acts; Miscellaneous Incidental Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Sheffield and South Yorkshire Navigation Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for the following, or some of the following purposes (that is to say):—

To authorize the Company to make and main-

tain the following works wholly in the West Riding of the county of York (that is to say):—

A new cut (No. 1) wholly in the parish of Sprotborough, commencing at a point in the River Dun about 20 chains south, or thereabouts, of Sprotborough Weir, and terminating at a point in the same river about 3 chains, measured in a westerly direction from the same weir.

A new cut (No. 2) wholly in the parish of Bentley with Arksey, commencing at a point in the said River Dun, about 5 chains measured along the said river in a westerly direction from the western end of Strawberry Island and terminating at a point in the said river, about 18 chains measured along the said river in a northerly direction from the north-eastern end of Strawberry Island.

To empower the Company to make and maintain all feeders, weirs, sluices, drains, aqueducts, machinery, locks, gates, banks, dams, bridges, staithes, shipping places, culverts, basins, landing places, roads, towing paths, passages, fences, sewers, drains, piers, jetties, dolphins, piles, fenders, bridges, arches, walls, buildings, and other works and conveniences which may be necessary or convenient for or incidental to the intended works, or either of them, and for supplying the same with water, and conveying water to, from, or under the same.

To empower the Company to deviate laterally from the lines of the intended works shown on the plans, and vertically from the levels thereof shown on the sections hereinafter mentioned.

To authorize the Company to cross, open, or break up, divert, alter, stop up, remove, or otherwise interfere with, either temporarily or permanently, bridges, streets, roads, footpaths, rivers, canals, streams, water-courses, drains, culverts, sewers, flood gates, flood banks, sluices, cloughs, staithes, jetties, telegraphic, telephonic, electric, and other wires, pipes, and apparatus, and other works so far as may be necessary for the purposes of the Bill.

To confer on the Company all such other powers in connection with the construction, maintenance, use, repair, or alteration of the intended works, or any of them, as are necessary or expedient, or usually conferred for the construction, maintenance, use, repair, or alteration of such works, including the powers contained in the Railways Clauses Consolidation Act, 1845, relating to the temporary occupation of lands during the construction of works, and to mines, and to adopt any other clauses or provisions of such Act.

To empower the Company to purchase and take compulsorily or by agreement such lands as may be required for the works authorized by the intended Act.

To authorize the Company to acquire compulsorily or by agreement, and to enter upon, take, hold and use for the general purposes of the undertaking of the Company, all or some of the following lands (that is to say):—

Lands in the parish of Bentley with Arksey, in the West Riding of the county of York, situate on and adjoining the north-western bank of the said River Dun and lying in the bend of that river at the site of Milethorn Lock, and comprising the enclosures numbered 55, 56, and 57, on the ^{1st} Ordnance Map of the said parish, first edition 1894, sheet No. cclxxvii (13).

To empower the Company to levy and recover tolls, rates, and charges for and in respect of the use of the intended works, or any of them, or any part thereof, and the conveyance of traffic thereon. To confer, vary, or extinguish exemptions from

payment of any such tolls, rates, and charges, and to alter, and if thought fit, increase existing tolls, rates and charges.

To empower the Company to use for the purposes of, and to divert into, the said intended works the waters of the said River Dun.

To make the intended works part of the Undertaking of the Company, and to make all necessary provisions for the regulation and use of such works.

To empower the Company to enter upon lands adjoining or near any of their canals or navigations, and to do any works upon, and to take materials from such lands for any works necessary to prevent or remedy damage to any such canal or navigation, or the works thereof, from floods or accidents, and also to confer powers on the Company of entering upon, occupying, and using any such lands for the purpose of the deposit of dredgings, materials, and spoil taken out of any canal or navigation, and to make provision as to settlement of any compensation claimed against the Company in respect of the exercise of any such powers.

To empower the Company to pay out of capital interest upon the money now raised and to be hereafter raised by the Company for the completion of the new canal authorized by the Aire and Calder and River Dun Navigations Junction Canal Act, 1891, until the completion and opening thereof.

To empower the Company to hold and use lands acquired by them in connection with their Undertaking, and to sell, lease, or otherwise dispose of lands not required for the purposes for which they were acquired, or for the purposes of the Undertaking of the Company.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer, vary, and extinguish other rights and privileges.

To incorporate with the Bill, with or without such variations as may be thought expedient, all or some of the provisions of the Lands Clauses Acts; the Companies Clauses Acts, 1845 to 1889; the Railways Clauses Consolidation Act, 1845; and any Acts amending the same or some of those Acts, and to apply the provisions of those Acts to the Bill or the works to be constructed by the Company under the powers thereof.

To amend, alter, extend, and repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the Acts hereinbefore mentioned, and of the following among other local Acts, viz.:—The Sheffield and South Yorkshire Navigation Act, 1889; the Aire and Calder and River Dun Navigations Junction Canal Act, 1891; the Sheffield and South Yorkshire Navigation Act, 1894; and any Acts recited or referred to in any of the foregoing Acts.

On or before the 29th day of November instant, duplicate plans showing the lines and situation of the works proposed to be authorized by the Bill, and the lands, houses, and other property to be taken for the purposes thereof or under the powers of the Bill, and sections describing the levels of the proposed works, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, 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 on or before the same date a

copy of so much of the said plans, sections, and book of reference as relates to each parish in which any of the intended works may be made, or lands be taken compulsorily will be deposited with the Clerk to the Parish Council at his office, or if he have no office, at his residence, or if there be no clerk, with the Chairman of such Parish Council at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 15th day of November, 1902.

BROOMHEAD, WIGHTMAN, and MOORE,
Sheffield, Solicitors.

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

In Parliament.—Session 1903.

POOLE AND DISTRICT ELECTRIC TRACTION COMPANY.

(Extension of time for Completion of Tramways and Works authorized by Christchurch and Bournemouth Tramways Act, 1900, and for Compulsory Purchase of Lands to be taken under that Act; Construction of Tramways in Poole; Mechanical Power; Tolls, Rates, &c.; Breaking up of Streets; Compulsory Purchase of Lands; Electrical Equipment of Tramways of Bournemouth Corporation and Construction of Electrical Works and Breaking up of Streets in connection therewith; Agreements with and Powers to Corporations of Poole and Bournemouth; Application of Funds; Incorporation and Amendment of Acts, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Poole and District Electric Traction Company Limited (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To extend the times respectively limited by the Christchurch and Bournemouth Tramways Act, 1900 (hereinafter called "the Act of 1900") for the completion of the tramways and works authorized by that Act and for the compulsory purchase of the lands in the parish of Holdenhurst and rural district of Christchurch, and the lands in the parish and borough of Christchurch authorized to be acquired by section 13, sub-section (a) of the said Act, and of the lands in the parishes of Holdenhurst and Hurn, in the said rural district, required for the construction of Tramway No. 2a, authorized by the Act of 1900 and referred to in section 13, sub-section (b) of the said Act and of the lands in the parish and borough of Christchurch, described in the first schedule to the said Act, all of which lands are situate in the county of Southampton, and if and so far as may be necessary to revive the powers for the construction of the said tramways and purchase of the said lands.

To empower the Company to construct, lay down, maintain, and use in the parishes of St. James Poole and Longfleet, in the borough of Poole, in the county of Dorset, the tramways hereinafter described, with all proper rails, plates, and conveniences connected therewith (that is to say):—

Where in the description of any of the proposed tramways or narrow places, any distance is given as measured from the junction or intersection of any streets or roads, 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.

A Tramway No. 1 commencing in High-street by a junction with the existing light railway of the Company at a point 16 yards or thereabouts, measured in a north-easterly direction, from the junction of Towngate-street with High-street, passing thence along High-street to and terminating 18 yards or thereabouts north of the junction of Mount-street with High-street.

A Tramway No. 2 commencing in High-street by a junction with the intended Tramway No. 1 at its termination above described, passing thence along High-street into and along the Quay, and terminating on the Quay at a point 40 yards or thereabouts east of the junction of High-street with the Quay.

A Tramway No. 3 commencing by a junction with the intended Tramway No. 2 at its termination above described, passing thence eastward along the Quay to and terminating at a point 12 yards or thereabouts eastward of the junction of Fish-street with the Quay.

A Tramway No. 4 commencing in High-street by a junction with the intended Tramway No. 1 at its termination above described, passing thence into and along Mount-street, South-road, East-street, Baiter-street, East Quay-road, and the Quay, and terminating on the Quay by a junction with the intended Tramway No. 3 at its termination above described.

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 foot-path on the side of the streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1.

In High-street, on both sides thereof, between points respectively 43 yards and 88 yards or thereabouts south-west of the junction of that street with Towngate-street.

Tramway No. 2.

(a) In High-street, on both sides thereof, between points respectively 53 yards and 137 yards or thereabouts south-west of the junction therewith of Mount-street.

(b) In High-street, on both sides thereof, between points respectively 23 yards and 84 yards or thereabouts south-west of the junction therewith of Hill-street.

(c) In High-street, on both sides thereof, between points respectively 15 yards or thereabouts north-east, and 33 yards or thereabouts south-west of the junction therewith of Carter's-lane.

(d) In High-street, on both sides thereof, between points respectively 17 yards or thereabouts north-east, and 44 yards or thereabouts south-west of the junction therewith of New Orchard

(e) In High-street, on both sides thereof, between points respectively 3 yards and 144 yards or thereabouts south-west of the junction therewith of Fish-street.

(f) In High-street, on both sides thereof, between points respectively 7 yards and 30 yards or thereabouts south of the junction therewith of Providence-street.

Tramway No. 4.

(a) In Mount-street, on both sides thereof, between points respectively 20 yards and 115 yards or thereabouts south-east of the junction of that street with High-street.

(b) In South-road, on both sides thereof, between points respectively 17 yards and 197 yards or thereabouts south of the junction of Lagland-street with that road.

(c) In Baiter-street, on both sides thereof, between points respectively 27 yards and 125 yards or thereabouts south-west of the junction therewith of East-street.

(d) In East Quay-road, on both sides thereof, between points respectively 7 yards and 130 yards or thereabouts north-east of the junction therewith of Lagland-street.

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, and the Bill will exempt the Company from the provisions of the Tramways Act, 1870, with regard to the overhang of carriages.

To authorize 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, and to alter existing 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 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 such tramways, or any other tramways or light railways 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 interlacing lines or vice versa.

(c) To remove or discontinue the use of any part of the intended tramways 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 parish, and 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 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 authorize the Company to adapt to or equip for the use of electrical power on the overhead or trolley system, or such other system as the Bill may define the tramways (hereinafter called "the Corporation Tramways") which the Mayor, Aldermen, and Burgesses of the borough of Bournemouth were authorized to construct, by, or under the Bournemouth Corporation Tramways Order, 1900, and the Bournemouth Corporation Act, 1901, respectively, or any of them, or any portions of them (and especially the tramways and portions which the Company are by article 29 of the said Order, and section 17 of the said Act authorized to run over and use), and to make such alterations therein as may be necessary for that purpose and to empower the Company for the purposes aforesaid, and of working the tramways proposed to be authorized by the Bill, to lay down, construct, erect, and maintain on, in, under, or over the surface of any street, road, or place in which the Corporation 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, or adapting the same to the use of electrical power.

To authorize 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 footpaths within the borough of Poole aforesaid, or on, along, over, or by the side of which any of the Corporation tramways, in the parishes of Bournemouth and Winton, are or may be 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 corporation tramways or maintaining, repairing, removing, reinstating, or working any of such tramways or for other the purposes of the Bill.

To make special provision for the prevention of damage to the intended tramways or any of the authorized tramways of the Company or any of the corporation tramways which the Company may for the time being run over and use and on which the Company for the time being use electrical power or to any works connected with such tramways respectively.

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 and to offences.

To authorize and empower the Company to enter upon, take, and use compulsorily or otherwise, and to hold the lands in the parish of St. James Poole, in the borough of Poole, hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say:—

(a) A strip of land abutting on the east side of Baiter-street, between the southernmost end of Baiter-street and a point 105 yards or thereabouts north-east of that end of the said street.

(b) A piece of land on the west side of South-road at the junction therewith of East-street.

To empower the Company and the Mayor, Aldermen, and Burgesses of the borough of Poole, and the Mayor, Aldermen, and Burgesses of the borough of Bournemouth to enter into and carry into effect contracts and agreements with respect to the laying down, maintaining, repairing, and working of the intended tramways, or adapting the corporation tramways as aforesaid, or the erection, maintenance, and user of posts, wires, brackets, and other works and apparatus connected therewith, and the use of electrical power.

To authorize the Company for all or any of the purposes of the intended Act to apply their funds and all or any part of the capital which they are or may be authorized to raise.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways, and to make provision for the purchase of the tramway proposed to be authorized by the Bill within such extended period, and on such terms and conditions as the Bill may prescribe.

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 Poole and District Light Railways Order, 1899, the Christchurch and Bournemouth Tramways Act, 1900, and any other Act or Order relating to the Company or their Undertaking and the Bournemouth Corporation Tramways Order, 1900, the Bournemouth Corporation Act, 1901, and any other Act or Order relating to the Tramway Undertaking of the Mayor, Aldermen, and Burgesses of the borough of Bournemouth.

And notice is hereby also given, that on or before the 29th day of November instant plans and sections of the intended tramways and of 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 Dorset at his office at Sherborne in that county, and with the Town Clerk of the borough of Poole at his office.

And notice is hereby also given, that on or before the 20th 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 15th day of November, 1902.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor.

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

In Parliament.—Session 1903.

THE GREAT NORTHERN AND CITY RAILWAY.

(Power to attach Preferential Dividend to part of Authorized Unissued Share Capital, or to Create and Issue New Preference Capital and Loan Capital, and to Repeal Unexercised Powers; to Alter and Modify the Share and Loan Capital; Payment of Interest out of Capital During Construction; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Northern and City Railway Company (hereinafter called the Company) for an Act for exercising the powers and effecting the purposes or some of the purposes following (that is to say):—

1. To authorize the Company to attach a preference or priority of dividend to the whole or a portion of the authorized unissued share capital of the Company, or if deemed expedient, to create and issue additional share capital and to attach thereto such preference, priority or other advantages as the intended Act may prescribe or Parliament may sanction.

2. To alter, modify, regulate or reduce the amount of the authorized share and loan capital of the Company and of the shares or stock, debenture stock and borrowing powers of the Company and the rates of interest and dividends thereon and the preferences, priorities, powers, rights and privileges attaching thereto respectively, and to attach such new or other rates of interest, dividend, preferences, priorities, powers, rights, and privileges thereto as may be deemed necessary or expedient.

3. To provide for the repeal of unexercised powers of raising additional share capital and loan capital granted by the Great Northern and City Railway Act, 1902, and to authorize the Company for the purpose of their authorized railways and works, and for the general purposes of their Undertaking, to raise additional

capital in substitution for that authorized by the said Act of 1902, by the creation of new shares or stock, with or without preference, priority, or guarantee, on 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.

4. 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.

5. To alter, amend, extend, and if need be, repeal the provisions, or some of the provisions, of the Great Northern and City Railway Act, 1892, and any other Act relating to or affecting the Company.

6. To provide for the payment during construction of the authorized railways and works, 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.

7. The intended Act will incorporate some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869.

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 20th day of December next.

Dated this 19th day of November, 1902.

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

LE BRASSEUR and OAKLEY, 12, Newcourt, Lincoln's-inn, Solicitors.

In Parliament.—Session 1903.

LIMA RAILWAYS COMPANY LIMITED.

(Alteration of Memorandum of Association; Further Powers of Leasing or otherwise Disposing of Railways of the Company.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Lima Railways Company Limited (hereinafter referred to as "the Company") for leave to bring in a Bill for the following among other purposes, viz:—

To extend the powers of the Company under its Memorandum of Association so as to authorize it to grant any lease or leases or make sales of its railways, rolling stock, plant, and Undertaking, or any part or parts thereof, from time to time.

To sanction and authorize the carrying out of an Agreement, dated the 12th day of November, 1902, and made between the Company of the first part, the Central Railway of Peru Limited of the second part, and the Peruvian Corporation Limited of the third part, and to authorize the granting of the lease of the railways and Undertaking of the Company to the Central Railway of Peru Limited therein referred to.

To confer upon the Company all such powers, rights, and privileges as may be necessary or expedient for effecting the objects aforesaid, and to vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

TRAVERS SMITH, BRAITHWAITE, and ROBINSON, 4, Throgmorton-avenue, E.C., Solicitors.

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

In Parliament.—Session 1903.

BIRKENHEAD AND CHESTER TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the County of Chester; Gauge; Use of Electrical or other Mechanical Power; Compulsory Purchase of Lands and Property; Lands for Generating Stations; Power to Purchase parts only of certain Property; Overhead Wires, &c.; Street Widening and Improvements; Traffic Agreements; Breaking-up of Streets and Roads, &c.; Tolls and Charges; Provisions as to Purchase by Local Authorities; Agreements as to Supply of Electricity; Provisions as to Safety of Public and Board of Trade Regulations; By-laws; Incorporation of and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to construct, lay down, maintain, work and use the tramways and other works, hereinafter described or some or one of them or some part or parts thereof, in the county of Chester, with all proper rails, points, plates, foundations, sleepers, channels, cuttings, bridges, platforms, junctions, turntables, turnouts, crossings, passing places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, sidings, carriage-houses, depôts, engine-houses, stations, buildings, machinery, appliances, works and conveniences connected therewith (that is to say):—

(In the following description of the proposed tramways 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, the distance, unless otherwise stated, is to be taken as measured from the point at which 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 as being opposite the centre of the street or road.)

The tramways before referred to and proposed to be authorized by the Bill will be wholly situate in the county of Chester and are as follows:—

Tramway No. 1 (partly single and partly double line), wholly situate in the parish and township of Lower Bebington, commencing at the termination of the existing Birkenhead Corporation Tramway in the New Chester-road, passing along the New Chester-road in a southerly direction, and terminating at a point where the boundary between the parishes of Lower Bebington and Bromborough intersects the said New Chester-road at or near Pool Bridge.

Tramway No. 2 (partly single and partly double line), wholly situate in the parish and township of Bromborough, commencing by a junction with Tramway No. 1 before described, at a point where the boundary between the parishes of Lower Bebington and Bromborough intersects the New Chester-road at or near Pool Bridge, and passing along the said New Chester-road in a southerly direction through Bromborough, and terminating at the point where the boundary between the parishes of Bromborough and Eastham intersects the said New Chester-road near the main entrance to Carlett Park.

Tramway No. 3 (partly single and partly double line), wholly situate in the parish and

township of Eastham, commencing by a junction with Tramway No. 2 before described, at a point where the boundary between the parishes of Bromborough and Eastham intersects the New Chester-road near the main entrance to Carlett Park, and passing along the said road in a southerly direction through Eastham, and terminating at a point where the boundary between the parishes of Eastham and Hooton intersects the said New Chester-road opposite or near the north-west corner of the residence called Saint Martins.

Tramway No. 4 (partly single and partly double line), situate in the parishes and townships of Hooton, Childer, Thornton and Little Sutton, commencing by a junction with Tramway No. 3 before described, at a point where the boundary between the parishes of Eastham and Hooton intersects the said New Chester-road opposite or near the north-west corner of the residence called Saint Martins and passing along the said New Chester-road in a southerly direction through Hooton, Childer, Thornton and Little Sutton, and terminating at a point where the boundary between the parishes of Little Sutton and Great Sutton intersects the said New Chester-road 7·40 chains, or thereabouts, south of the south-west corner of the residence called the Poplars.

Tramway No. 5 (partly single and partly double line), wholly situate in the parish and township of Great Sutton, commencing by a junction with Tramway No. 4 before described, at a point where the boundary between the parishes of Little Sutton and Great Sutton intersects the said road 7·40 chains, or thereabouts, south of the south-west corner of the residence called the Poplars, passing along the said New Chester-road in a southerly direction through Great Sutton, and terminating at or about Backford Cross, where the boundary between the parishes of Great Sutton and Backford intersects the said New Chester-road.

Tramway No. 6 (partly single and partly double line), wholly situate in the parish and township of Backford, commencing by a junction with Tramway No. 5 before described, at Backford Cross, where the boundary between the parishes of Great Sutton and Backford intersects the New Chester-road, passing along the said road in a southerly direction, and terminating at or near the point where the said New Chester-road crosses the Shropshire Union Canal.

Tramway No. 7 (partly single and partly double line), to be situate in the parishes and townships of Backford, Moston, Upton and Bache, and commencing by a junction with Tramway No. 6 before described, at or near the point where the New Chester-road crosses the Shropshire Union Canal, and passing along the said road in a southerly direction, and terminating at the point where the boundaries between the parishes of Bache, Upton and Chester meet in the said road opposite the Lodge to Bache Hall.

Tramway No. 8 (partly single and partly double line), wholly situate in the parish and city of Chester, commencing by a junction with Tramway No. 7 before described, at or near a point where the boundaries between the parishes of Bache, Upton and Chester meet, on the said New Chester-road opposite the Lodge to Bache Hall, and passing in a southerly direction along the

said New Chester-road and Liverpool-road, and terminating at a point where the said Liverpool-road runs into Upper Northgate-street 1·30 chains, or thereabouts, measured in a northerly direction from the Ordnance bench mark at the corner of Chichester-street and Upper Northgate-street.

Tramway No. 9 (single line), wholly situate in the parish and city of Chester, commencing by a junction with Tramway No. 8, before described, at a point where the Liverpool-road runs into Upper Northgate-street 1·30 chains, or thereabouts, measured in a northerly direction from the Ordnance bench mark at the corner of Chichester-street and Upper Northgate-street, passing along the said Upper Northgate-street in a southerly direction, and terminating at a point 0·8 chains, or thereabouts, measured in a southerly direction from the north side of the North Gate.

Tramway No. 10 (partly single and partly double line), wholly situate in the parish and city of Chester, commencing by a junction with Tramway No. 9 before described, at a point 0·8 chains, or thereabouts, measured in a southerly direction from the north side of the North Gate, and passing along Northgate-street in a southerly direction, and terminating at a point opposite the junction of Saint Werburgh-street with Northgate-street.

Tramway No. 11 (partly single and partly double line), wholly situate in the parish and township of Lower Bebington, commencing by a junction with Tramway No. 1 before described, in New Chester-road, at a point near the junction of Tollbar Corner with Bebington-road, passing in a north-easterly direction along Tollbar Corner and New Ferry-road, and terminating in New Ferry-road opposite the south-east corner of the New Ferry Hotel.

Tramway No. 12 (partly single and partly double line), wholly situate in the parish and township of Eastham, commencing by a junction with Tramway No. 3 before described, at the point in the New Chester-road where the public road to Eastham Ferry joins the said New Chester-road, and running in a north-easterly direction along the said road to Eastham Ferry, and terminating in that road at a point 1·60 chains, or thereabouts, measured in a northerly direction from the north-east corner of the Eastham Ferry Hotel.

Tramway No. 13 (double line), wholly situate in the parish and city of Chester, commencing by a junction with Tramway No. 8 before described, at or near a point 3·20 chains measured in a southerly direction from the point where Waterloo-road joins the said Liverpool-road, and passing along Liverpool-road, and terminating at its junction with the private road of the Great Central Railway Company leading to their Liverpool-road Station.

Tramway No. 14 (single line), wholly situate in the parish and township of Eastham, commencing by a junction with Tramway No. 12 before described, at a point 9 chains, or thereabouts, measured in a southerly direction from the south-east corner of the Eastham Ferry Hotel, passing along the private road to Eastham Locks, and terminating opposite the north-east corner of the block of cottages situate on the south-west side of the said road to Eastham Locks.

The before-mentioned and intended tramways will be made and pass from, in, through, or into the city of Chester, the urban districts of Lower Bebington and Bromborough, the rural districts of Wirral and Chester, and the parishes and places of Lower Bebington, Bromborough, Eastham, Hooton, Childer, Thornton, Little Sutton, Great Sutton, Backford, Bache, Upton, Chester, New Ferry and Port Sunlight, all in the county of Chester.

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 streets and roads hereinafter mentioned and the nearest rail of the tramway, or if no side is mentioned on both sides of the road (that is to say):—

Tramway No. 1.—In the New Chester-road, between Tollbar Corner and Egerton-road, for a distance of 4 chains, or thereabouts, measured in a southerly direction along the said New Chester-road.

Tramway No. 1.—In the New Chester-road, for a distance of 4 chains, commencing at a point 33 yards, or thereabouts, from the junction of Bolton-road with the New Chester-road, measured in a southerly direction.

Tramway Nos. 1 and 2.—In the new Chester-road crossing the Pool Bridge for a distance of 1·50 chains, or thereabouts.

Tramway No. 4.—In the New Chester-road where the said New Chester-road crosses the Hooton and Helsby branch of the London and North Western and Great Western Joint Railway, for a distance of 2 chains, or thereabouts.

Tramway No. 5.—In the New Chester-road, from a point 6·50 chains, or thereabouts, measured in a north-westerly direction from Backford Cross and extended in a southerly direction for a distance of 4 chains, or thereabouts, on the west side of the said New Chester-road.

Tramway No. 6.—In the New Chester-road, commencing at a point 1 furlong 6·70 chains, or thereabouts, measured in a southerly direction from the junction of Coalpit-lane with the said New Chester-road, and extended in a southerly direction for a distance of 4 chains, or thereabouts, on the west side of the road.

Tramway Nos. 6 and 7.—In the New Chester-road, where the said road crosses the Shropshire Union Canal for a distance of 1·25 chains, or thereabouts.

Tramway No. 7.—In the New Chester-road, commencing at a point 1 furlong 5·55 chains, or thereabouts, measured in a northerly direction from a point where the boundary between the parishes of Moston and Upton intersects the said New Chester-road, and extending in a southerly direction for a distance of 4 chains, or thereabouts, on the west side.

Tramway No. 7.—In the New Chester-road, where the said road crosses the Birkenhead line of the London and North Western and Great Western Joint Railway for a distance of 1·25 chains, or thereabouts, on the east side.

Tramway No. 8.—In the Liverpool-road, where the said Liverpool-road crosses the Great Central Railway near Liverpool-road Station for a distance of 1·40 chains, or thereabouts, on the west side.

Tramway No. 10.—In the Northgate-street,

commencing at a point at or about the North Gate, extending from the said North Gate to the junction of Hunter-street with North-gate-street on the west side.

Tramway No. 11.—In Tollbar Corner, on the north side, commencing at the junction of Tollbar Corner and new Chester-road, extending in an easterly direction for a distance of 4 chains, or thereabouts, from the said junction.

Tramway No. 11.—In the New Ferry-road, commencing at the junction of Easton-road with the said New Ferry-road, and extending for a distance of 4.30 chains, or thereabouts, in a northerly direction.

Tramway No. 12.—In the public road to Eastham Ferry, on the east side, commencing at or about the main entrance to the Eastham Ferry Gardens, and running along the said road in a southerly direction for a distance of 6.70 chains, or thereabouts.

The power intended to be employed for moving carriages or trucks on the said tramways will be electrical power, to be generated at stations, and to be applied by the overhead system or otherwise, or any other mechanical power not being steam power as may from time to time be applicable.

The gauge to be adopted for the intended tramways will be 4 feet 8½ inches, or such other gauge as the Board of Trade may approve and the Bill may prescribe.

It is not proposed to run on the said tramways carriages or trucks adapted to run upon railways.

To empower the Company to make in the lines and according to the levels shown on the deposited plans and sections the following street improvements, with all necessary works and conveniences connected therewith, viz. :—

- (1) A widening and improvement of the New Chester-road, in Lower Bebington, on the west side.
- (2) A further widening and improvement of New Chester-road, in Bromborough, on the west side.
- (3) A further widening and improvement of New Chester-road, in Bromborough, on the east side.
- (4) A further widening and improvement of New Chester-road, in Bromborough, on the west side.
- (5) A further widening and improvement of New Chester-road, in Bromborough, on the west side.
- (6) A further widening and improvement of New Chester-road, in Eastham, on the east side.
- (7) A further widening and improvement of New Chester-road, in Eastham, on the west side.
- (8) A further widening and improvement of New Chester-road, in Eastham, on the east side.
- (9) A further widening and improvement of New Chester-road, in Eastham, on the east side.
- (10) A further widening and improvement of New Chester-road, in Eastham, on the west side.
- (11) A further widening and improvement of New Chester-road, in Eastham, Childer, Thornton and Little Sutton, on the east side.
- (12) A further widening and improvement of New Chester-road, in Little Sutton, on the west side.
- (13) A further widening and improvement of New Chester-road, in Little Sutton, on the east side.
- (14) A further widening and improvement of

New Chester-road, in Little Sutton, on the west side.

- (15) A further widening and improvement of New Chester-road, in Little Sutton, on the west side.
- (16) A further widening and improvement of New Chester-road, in Little and Great Sutton, on the east side.
- (17) A further widening and improvement of New Chester-road, in Great Sutton, on the west side.
- (18) A further widening and improvement of New Chester-road, in Great Sutton, on the east side.
- (19) A further widening and improvement of New Chester-road, in Backford, on the west side.
- (20) A further widening and improvement of New Chester-road, in Backford, on the west side.
- (21) A further widening and improvement of New Chester-road, in Moston, on the west side.
- (22) A further widening and improvement of New Chester-road, in Moston, on the east side.
- (23) A further widening and improvement of New Chester-road, in Upton, on the east side.
- (24) A further widening and improvement of New Chester-road, in Upton, on the east side.
- (25) A further widening and improvement of New Chester-road, in Upton, on the east side.
- (26) A further widening and improvement of New Chester-road, in Upton, on the east side.
- (27) A further widening and improvement of New Chester-road, in Upton, on the east side.
- (28) A widening and improvement of Liverpool-road, in Upton and Chester, on the east side.
- (29) A further widening and improvement of Liverpool-road, in Chester, on the east side.
- (30) A further widening and improvement of Liverpool-road, in Chester, on the east side.
- (31) A further widening and improvement of Liverpool-road, in Chester, on the west side.
- (32) A widening and improvement on the south side of New Ferry-road, in Lower Bebington.
- (33) A further widening and improvement of New Ferry-road, in Lower Bebington, on the west side.
- (34) A widening and improvement of the public road from New Chester-road to Eastham Ferry, in Eastham, on the south side.
- (35) A further widening and improvement of the public road from New Chester-road to Eastham Ferry, in Eastham, on the north side.
- (36) A further widening and improvement of the public road from New Chester-road to Eastham Ferry, in Eastham, on the east side.
- (37) A further widening and improvement of the public road from New Chester-road to Eastham Ferry, in Eastham, on the east side.

And to enable the Company to dedicate the widened roads to the public, and to provide for the maintenance of such roads by the Local Authority or the Company as the Bill may prescribe.

To authorize the Company to deviate in the construction of the tramways, street widenings and other works to be authorized by the Bill,

both vertically and laterally, to the extent shown upon the deposited plans and sections, or as may be prescribed by the Bill.

To enable the Company to make, maintain, alter and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the intended 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 facilitate traffic and connections between the intended tramways and the works or premises of any adjacent persons.

To enable the Company to provide such depôts, stations, car-sheds, stables, engine-houses, offices and other buildings, accumulators, dynamos, plant, machinery, appliances and conveniences as may be requisite for carrying into effect the purposes of the Bill, and to alter double to single lines and vice versa, or double or single to interlacing lines or vice versa.

To enable the Company to lay down, construct, erect and maintain on, in, over or under the surface of any street, road, footway, bridge, river or place or any lands, and attach to any house or building such posts, conductors, wires, tubes, masts, plates, cables, boxes and apparatus, and to make and maintain such openings and ways in, on or under the surface of such streets, roads, footways, bridges, rivers, places or lands as may be necessary or convenient, either for the working of the intended tramways or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating or other stations, engines, machinery or apparatus.

To empower the Company to enter upon, open and break up the surface of and to cross, alter, widen, raise, lower, narrow and stop up and divert or otherwise interfere with streets, roads, lanes, highways, public and private roadways, tramways, footways, railways, watercourses, bridges, canals, sewers, drains, pavements, pipes, tubes, wires, apparatus, matters and things, or any of them, for the purposes of constructing, maintaining, repairing, removing, altering or reinstating the tramways and works, or for substituting others in their place, or for other the purposes of the Bill.

To authorize the Company to remove or discontinue the use of any of the intended tramways or works, or any part thereof, where necessary or expedient, and to make in the same or any adjacent street, road or thoroughfare in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway or works so removed or discontinued to be used or intended so to be.

To enable the Company to levy, demand, take and recover tolls, rates and charges for the use of the intended tramways, and for any other tramways used by them, and for the conveyance of passenger or other 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 to confer, vary or extinguish other rights and privileges.

To enable the Company to widen where necessary the carriageway of any road along which the intended tramways are to be laid by reducing the width of the footpath or otherwise.

To authorize the Company to use and dispose of any paving, metalling or road materials

extracted or removed by the Company in the construction of the intended tramways or works, or the exercise of the powers of the Bill.

To authorize the Company for any of the purposes of the Bill, and for the works aforesaid, to take on lease lands and hereditaments, and to purchase, acquire, by agreement or compulsion, easements over lands and property, and to sell, let or dispose of any such lands which may not be necessary for such purposes.

To empower the Company to acquire by agreement or compulsion, and to hold and use the lands hereafter described, or some part or parts thereof, for the purposes of a station or stations for generating electrical energy, and to erect, work and use thereon such buildings, engines, dynamos and other machinery, apparatus, plant, works and conveniences for that purpose as may be necessary or suitable for the purpose of working the intended tramways (that is to say):—

A piece of land (consisting of 5 acres, or thereabouts), situate on the south side of the road leading from New Chester-road to Bromborough Pool, in the parish and township of Bromborough, and numbered 133 on the 25-inch sheet of the Ordnance Survey, second edition, 1899.

A piece of land (consisting of 3 acres, or thereabouts), situate about 1.50 chains north of Red Lion-lane, in the parish and township of Little Sutton, numbered 123 on the 25-inch sheet of the Ordnance Survey, second edition, 1899.

A piece of land (consisting of 3 acres, or thereabouts), situate on the south side of the Shropshire Union Canal, in the parishes and townships of Backford and Upton, and being part of numbers 171 and 172 Backford and 7 and 9 Upton on the 25-inch sheet of the Ordnance Survey, second edition, 1899.

A piece of land (consisting of 1 acre, or thereabouts), situate on the east side of the private road from the Eastham Ferry-road to the Eastham Locks, in the parish and township of Eastham, and being part of number 242 on the 25-inch sheet of the Ordnance Survey, second edition, 1898.

And the Bill will vary or extinguish all rights and privileges connected with any of such lands.

To exempt the Company from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, and to enable them to purchase compulsorily parts only of any house, building or manufactory or property for the before-mentioned tramways and other works without being obliged or compelled to purchase the whole.

To confer on and reserve to the Company and their licensees, lessees and assigns the exclusive right of using on the proposed tramways, engines and carriages having wheels adapted to run on an edged, grooved or other rail, and to regulate the speed at which carriages may be propelled on such tramways, and to regulate and prohibit the use of the intended tramways by other parties.

To empower the Company on the one hand, and any Local Authority having the control or management of the streets or roads along which any tramway is intended to be laid 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 intended tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways, 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 intended tramways or any works connected therewith, and with respect to the regulations to be made by the Board of Trade for securing the safety of the public on tramways on which mechanical power is used for regulating the use of such power in respect of the intended tramways, and to exempt the Company from such regulations.

To empower the Company or any Local Authority in whose district any portion of the intended tramways will be situate to make regulations and by-laws for all or any of the purposes mentioned in section 46 of the Tramways Act, 1870.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by the Local Authorities, and to make provision for the purchase of any of the intended tramways within such extended period and on such terms and conditions and in such events as the Bill may prescribe, and to authorize and require any such Local Authority as aforesaid, in the event of the purchase by them of the tramways of the Company, to purchase all plant of the Company used for the purpose of working the intended tramways by electrical power, and to confer upon such authorities all necessary powers in that behalf, including power of borrowing money.

To empower the Company and any Local Authority in whose district any portion of the intended tramways will be situate, 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 energy, and power to the Company for the purpose of working the intended tramways, or the supply by the Company to any such Local Authority, company or person of electrical energy, in bulk or otherwise, for any purpose for which such authority, Company or person may for the time being be authorized to supply electricity, subject to such terms and conditions as the Bill may prescribe.

To incorporate with the Bill and to confer upon the Company in connection with and for the purposes of any of the tramways, works, matters and things aforesaid, all or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations or amendments as may be deemed expedient and the Bill may prescribe, and especially but not exclusively those relating to the breaking up, reinstatement and repair of streets and roads to gas and water companies and sewers, to the use by the Promoters on the tramways of flange-wheeled carriages, &c., and to offences, and to enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned.

To incorporate with the Bill and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Acts; the Companies Clauses Acts, 1845, 1863 and 1869; the Electric Lighting Acts, 1882 and 1888; the Electric Lighting (Clauses) Act, 1899; and so far as may be deemed necessary certain provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

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 Bill, and to confer other rights and privileges.

And notice is hereby also given, that on or before the 29th day of this present month of November, 1902, duplicate plans and sections showing the lines and levels of the intended tramways, widenings and other works (the plans also showing the additional lands intended to be

taken or used 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 Chester, at his office at Chester, and with the Clerk of the Peace for the county of the city of Chester, at his office at Chester, and that on or before the said 29th day of November instant a copy of so much of the said plans, sections and book of reference as relates to each of the hereinbefore mentioned city, urban and rural districts, parishes and places from, in, through or into which any of the said tramways and other works will be made or pass, or in which any lands intended to be taken or used 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):—

As regards the city of Chester, with the Town Clerk of Chester, at his office at Chester.

As regards any urban district, with the Clerk of the District Council of such district, at his office.

As regards any rural district, with the Clerk of the District Council of such district, at his office.

As regards any Parish Council, with the Clerk of the Parish Council, at his office or residence, or, if there be no Clerk, with the Chairman of that Council, at his residence.

And in the case of any parish comprised in a rural district, and not having a Parish Council, with the Clerk of the Rural District Council.

And notice is hereby further given, that on or before the 21st day of December, 1902, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

GILL, ARCHER, MAPLES and DUN, 14, Cook-street, Liverpool, Solicitors for the Bill.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

WIRRAL RAILWAY.

(Revival of Powers and Extension of Time for Purchase of Lands and Extension of Time for Construction of Railways and Works authorized by the Wirral Railway Act 1898; Application and Increase of Capital; Extension of Time for Sale of Superfluous Lands; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Wirral Railway Company (hereinafter called "the Company") for an Act for effecting the purposes or some of the purposes following (that is to say):—

To revive and extend the time for the compulsory purchase of lands for the railways and works authorized by the Wirral Railway Act, 1898, and also to extend the time limited by the same Act for the construction and completion of the said railways and works.

To extend the time for the sale by the Company of all or any lands acquired or held by them, which are not or eventually may not be required for the purposes of their Undertaking, and to confer further powers on the Company in relation to the said lands; to enable the Company to sell and dispose of the lands which have been or may be acquired by them, or some part or parts thereof, for building or other purposes, or to grant building or other leases of the said lands or any part or parts thereof, or to dispose

of, lease or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rents, and on such terms and conditions as the Company may think proper, and so far as is necessary to alter, amend, and extend the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands, and to enable the Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or in the Acts relating to the Company.

To authorize the Company to raise additional capital by the creation and issue of new shares or stock with or without a guarantee or preference dividend or other rights and privileges attached thereto, and by borrowing or any of such means, and also to apply to the purposes of the intended Act or otherwise for the purposes of the Company any capital or funds belonging to the Company, and if necessary to alter and regulate the amount of share and loan capital of the Company, and of all or some of the several classes of shares, stock, debenture stock, and borrowing powers of the Company, and the rates of interest and dividends thereon, and the preferences, priorities, powers, rights, and privileges attaching thereto respectively, and to attach such new or other rates of interest, dividend, preferences, priorities, powers, rights and privileges thereto as may be deemed necessary or expedient, or as may be prescribed by the Bill.

To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Acts, 1863 and 1869, and so far as may be necessary for any of the purposes thereof, the Bill will alter, amend, and enlarge and repeal all or some of the provisions of the Hoylelake Railway Act, 1863, the Hoylelake and Birkenhead Railway and Tramways Act, 1872, and the Hoylelake and Birkenhead Rail and Tramway Act, 1873, the Seacombe, Hoylelake, and Deeside Railway Acts, 1881, 1882, 1886, and 1890, the Wirral Railway (Transfer) Act, 1889, the Wirral Railway (Amalgamation) Act, 1891, the Wirral Railway Certificate, 1883, the Wirral Railway Acts, 1884, 1885, 1888, 1890, 1893, 1895, 1898, and 1900, and any other Acts relating to the Wirral Railway Company.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

On or before the 21st day of December next printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1902.

BIRCH, CULLMORE, and DOUGLAS,
Friers, Chester, Solicitors for the Bill.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

INDIA RUBBER, GUTTA PERCHA AND TELEGRAPH WORKS COMPANY.

(Extension of Powers of Company; Repeal or Amendment of the Company's Act of 1884; Alteration of Memorandum of Association; Extending Operations beyond the United Kingdom; Holding of Shares, Stock or Securities of other Companies, and Stock and Securities of Public Bodies.)

NOTICE is hereby given that application will be made to Parliament in the ensuing Session by the India Rubber, Gutta Percha and

Telegraph Works Company Limited (hereinafter referred to as "the Company") for leave to bring in a Bill for the following or some of the following purposes that is to say:—

To repeal or alter section 2 of the India Rubber Gutta Percha and Telegraph Works Company (Limited) Act 1884, which defines the objects for which the Company is established, and to alter the Memorandum of Association of the Company.

To include among the objects for which the Company is established powers to the Company to erect works and buildings and to purchase, rent or acquire lands, works, houses, easements, machinery, plant, stock-in-trade and other property, whether within or without the limits of the United Kingdom.

To acquire shares, stock or securities of any other company, whether already existing or hereafter to be formed, engaged in any business or trade similar to any business or trade of the Company, and shares, stock or securities of any company, the holding of which may seem calculated to promote the interests of the Company.

To acquire stock or securities of any body or company in payment or satisfaction of any contract or sale or otherwise in connection with the Company's business.

To hold or dispose of any such shares, stock, funds or securities, and to promote or assist in the promotion of other companies to be formed with powers to enter into any contract with the Company in the course of its trade or business or companies in which the Company is authorized to hold shares.

To alter or amend the said Act of 1884 so far as necessary to effect any of the objects or purposes aforesaid.

To confer upon the Company all such powers, rights and privileges as may be necessary or expedient for effecting the objects aforesaid and to vary and extinguish all rights and privileges which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

MURRAY, HUTCHINS, STIRLING, &
MURRAY, 11, Birchin-lane, London, E.C.,
Solicitors.

DYSON & Co., 9, Great George-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

GREAT NORTHERN RAILWAY.

(Railways at Pinxton and Doncaster; Sidings at Finsbury Park; Subway at King's Cross; New Roads, Abolition of Level Crossings and Removal of Footbridges at Stevenage; New Road, Subway for Foot Passengers and Footpath, Stopping up of Footpaths, Abolition of Level Crossings and Filling up of Redstone Gowt Drain at Boston; Levying of Tolls, Rates, and Charges; Purchase of Lands Compulsorily and by Agreement at Royal Mint-street, Caledonian-road, Queensland-road Islington, Stevenage, Boston, Balderton, Grindley, Peterborough, Scraftoft and Thurnby; Powers to the Company and the Horncliffe Railway Company to Purchase and Lease Lands at Woodhall Spa; Power to Lease Sidings at Finsbury Park to Great Northern and City Railway Company; Powers to Company and Great Northern and City Rail-

way Company to Purchase and Lease Lands at Queensland-road; Agreements with and Powers to Great Northern and Strand Railway Company as to Subway at King's Cross and Lands at Caledonian-road; and Power to Lease Subway and Lands to Great Northern and Strand Railway Company; Exemption from Section 92 of the Lands Clauses Consolidation Act, 1845; Extension of Time for Construction of Loop Line, Enfield to Stevenage, and Railways at Finsbury Park; Extension of Powers for Compulsory Purchase of Lands for the Purposes of Railway at New England, Railways at Grantham, and Diversion of Footpath at Wood Green; Extension of Time for Compulsory Purchase of Lands at Wood Green, East Finchley, between Palmer's Green and Winchmore Hill, New England, Bourn, Colwick, Nottingham, Basford, Sutton, Doncaster, Wrenthorpe, Lofthouse, Morley, Hunslet, Bradford, and Clayton; Maintenance of Diverted or Substituted Roads; Appropriation of Lands of Company for Labouring Class Dwellings; Extension of Time for Sale of Superfluous Lands; Amendment of Powers relating to Superannuation Fund; Application of Funds by Company; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Northern Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To authorize the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

A railway (No. 1), commencing in the parish of Selston, in the rural district of Basford, in Nottinghamshire, by a junction with the Pinxton Branch Railway of the Company, at a point thereon about 10 chains from the south-western end of the up platform at their Pinxton Wharf Station, measured in a south-westerly direction along the said railway, and terminating in the parish of Pinxton, in the rural district of Blackwell, in Derbyshire, by a junction with the Langton Colliery Tramway, at a point thereon about 5 chains from the centre of Beaufit-lane, measured in a south-westerly direction along the said tramway.

A railway (No. 2), in the said parish of Pinxton, commencing by a junction with the said Langton Colliery Tramway, at the point thereon described as the termination of the proposed Railway No. 1, and terminating by a junction with the Pinxton Collieries Tramway, at a point thereon about 200 yards north of the shaft of No. 3 Pit.

A railway (No. 3), wholly in the West Riding of Yorkshire, commencing in the township of Loversall, in the rural district of Doncaster, in the field numbered 39 on the Ordnance Map of that township, to the scale of $\frac{1}{2500}$, published in 1892, sheet colxxxv, 10, at or near the north-west corner of that field, there to form a junction with Railway No. 8, authorized by the North Eastern Railway Act, 1902, as intended to be constructed, passing thence through the township and urban district of Balby-with-Hexthorpe, and terminating in the township and borough of Doncaster, at a

point on the south side of the Company's sidings, about 15 chains west of the Childer's Drain Signal Box.

A siding or sidings at Finsbury Park, wholly underground, commencing in the parish and metropolitan borough of Islington, in the county of London, by a junction with the railway authorized by the Great Northern Railway (No. 2) Act, 1902 (now in course of construction), at its commencement at or near the south-west side of Stroud Green-road, and terminating in the parish and urban district of Hornsey, in the county of Middlesex, at a point under the railway of the Company, about 44 yards south of the south-eastern end of the bridge carrying the up High Barnet Line of the Company over their main lines.

To enable the Company and the Great Northern and Strand Railway Company, or one of them, in the parish and metropolitan borough of St. Pancras, in the county of London, to construct a subway at King's Cross for foot passengers, commencing in the existing subway leading from the Great Northern Railway Station to the Metropolitan Railway Station (King's Cross), at a point in that subway about 38 yards from the western end thereof, and terminating at a point nearly in line with the centre of the arrival line on the eastern side of Platform No. 4 at the Great Northern King's Cross Station, and about 48 yards south of the end of the said arrival line.

To construct in the parish and urban district of Stevenage, in Hertfordshire, a new road (No. 1), commencing in the road from Stevenage to Symond's Green, known as Brick-lane, at a point therein about 60 yards west of the western side of the Great North-road, and terminating in the said Brick-lane at a point therein about 190 yards west of the centre of the level crossing of the railway of the Company by Brick-lane.

And a new road (No. 2), commencing in the road from Stevenage to Broomin Green, known as Water-lane, at a point therein about 275 yards west of the level crossing of the railway of the Company by Water-lane, and terminating in the said Brick-lane at the termination of the proposed new road No. 1 as described above.

To abolish the following level crossings of the railway of the Company in the said parish and urban district of Stevenage, and to vest in the Company the site and soil of the said level crossings.

(a) The level crossing of the occupation road, about 200 yards north of the bridge carrying the public road from Stevenage to Norton Green over the said railway.

(b) The level crossings of the said public roads known as Water-lane and Brick-lane.

(c) The level crossings of the occupation roads 190 yards south and 315 yards north of the Brick-lane level crossing.

To extinguish all rights of way in and over the following footbridges crossing over the railway of the Company, in the said parish and urban district of Stevenage, and to remove the said footbridges, viz.:—

(1) The footbridge on the southern side of and immediately adjacent to the said Water-lane level crossing.

(2) The footbridge on the northern side of and immediately adjacent to the said Brick-lane level crossing.

(3) The footbridge about halfway between Water-lane and Brick-lane level crossings.

(4) The footbridge at the said occupation

level crossing, 315 yards north of the Brick-lane level crossing.

To purchase a strip of land in the said parish and urban district of Stevenage, situate on the western side of and adjoining the main line of the Company, between the Water-lane crossing and a point about 230 yards north of the said Brick-lane crossing.

To construct the following works and exercise the following powers in the parish and borough of Boston, in the parts of Holland, in Lincolnshire:—

To make a new road between Frampton-place and Broadfield-lane, commencing at the southern end of Frampton-place, and terminating by a junction with Broadfield-lane at a point 10 chains or thereabouts westward of the Company's sidings.

To abolish the level crossing of the Company's railway by Broadfield-street or Broadfield-lane, and to vest in the Company the site and soil of the said level crossing.

To construct a subway for foot passengers under the railway of the Company at West-street level crossing, on the southern side of the said crossing, commencing in and out of West-street on the eastern side of the said railway, and terminating in Sleaford-road, otherwise West Street-road, on the western side of the said railway.

To abolish the level crossing of the Company's railway by the said West-street or Sleaford-road as a crossing for foot passengers, and to prevent the user of the said level crossing by foot passengers, and to extinguish all rights of footway in and over the said level crossing.

To purchase certain lands in the parish and borough of Boston known as Locomotive-street, and lands abutting thereon, which lands are bounded on the south-east and east by the Sleaford and Boston Railway of the Company, on the north and in part on the west by the locomotive yard and sidings of the Company, and in other part on the west by lands numbered 458 on the $\frac{1}{2500}$ scale Ordnance Map of the said parish (published 1889), sheet six, 13.

To enable the Company, when they have acquired the said lands, to stop up Locomotive-street and to extinguish all rights in and over the said street, and to vest the site and soil of the said street in the Company.

To abolish the level crossing of their railway by the said Locomotive-street or Duke-street, and to remove and extinguish all rights of way over the footbridge over their railway leading from Locomotive-street to Duke-street.

To enable the Company to purchase certain other lands in the said parish and borough, being the lands and property numbered 394 and 395 on the said $\frac{1}{2500}$ scale Ordnance Map (published 1889), sheets six., 9 and 13.

To enable the Company in the hamlet of Skirbeck Quarter, in the rural district of Boston, in the said parts of Holland:—

To purchase and acquire certain lands lying to the westward of the Company's railway where it crosses the South Forty Foot Drain and Redstone Gowt Drain, and lying between the said South Forty Foot Drain and the land and property of the Company now used for creosoting works and timber yard, and to fill in the said Redstone Gowt Drain.

To abolish the towpath on the northern bank of the said Redstone Gowt Drain, and to extinguish all rights in and over the said drain and towpath, and to appropriate the site and soil of Redstone Gowt Drain and the said towpath.

To construct a footpath along the northern side of the said South Forty Foot Drain, commencing at the footbridge over the said drain 15 chains or thereabouts westward of its crossing by the Company's railway, and terminating in the London-road at a point 4 chains or thereabouts north of the centre of the Black Sluice.

To stop up and extinguish all rights of way over—

(1) The existing footpath from the northern end of the said footbridge over the said South Forty Foot Drain to the London-road, near the swing bridge leading to Boston Docks.

(2) The footpath leading from the last-mentioned footpath along the western side of the Company's sack stores, and thence across the Company's railway to the western end of the road or lane known as Stell's-lane, otherwise Betty Barber's-lane.

To vest in the Company so much of the site and soil of the said footpaths as lies between the boundary fences of the Company's property.

To authorize the Company to purchase, by compulsion or agreement, lands (including in that word where used in this Notice houses, buildings, easements, and other property) for the construction and maintenance of the said intended railways and works, and for all the purposes of their Undertaking, and to sanction and confirm the purchase of any such lands which may have been purchased before the passing of the Bill, including among others the lands hereinafter described (that is to say):—

Certain lands and premises situate in the parish of St. Botolph Without, Aldgate, in the City of London, bounded on the south by Royal Mint-street, on the west by the Minories, and on the north and east by land belonging, or reputed to belong, to the Company.

A triangular piece of land in the parish and metropolitan borough of Islington, in the county of London, situate between the Caledonian-road and the Great Northern Railway, at the southern end of the bridge carrying the said road over the said railway.

Certain lands and property, being the houses numbered 89 and 91 in Queensland-road, in the said parish and metropolitan borough of Islington.

Two strips of land in the parish of Balderton, in the rural district of Newark, in the county of Nottingham, situate on both sides of and adjoining the main line of railway of the Company, extending from a point 7 chains or thereabouts northward of the mile post denoting 117½ miles from London to the bridge carrying Coddington-road over the railway.

Another strip of land in the said parish of Balderton, situate on the south-west side of and adjoining the said main line, and extending along the said main line for a distance of 3 chains or thereabouts northward of the said Coddington-road.

Two other strips of land in the said parish of Balderton, situate on both sides of and adjoining the said main line, and extending northwards from a point on the said main line, about 250 yards north-west of the 118th mile post, to a point 24 chains or thereabouts northward of the crossing of the said railway by Bullpit-lane.

Lands in the parish of Woodhall, in the rural district of Horncastle, in the parts of Lindsey in Lincolnshire, situate on the south-eastern side of and adjoining the Kirkstead and Horn-

castle Railway, at the southern end of the goods yard at Woodhall Spa Station.

A strip of land in the parish of Stowe, in the rural district of Stafford, in the county of Stafford, situate on the northern side of and adjoining the Stafford and Uttoxeter Railway of the Company at Grindley Station.

Certain lands and premises known as Ashwell Cottages, in the parish of Peterborough Within and borough of Peterborough, in the Soke of Peterborough, situate between the western side of Walpole-street and property of the Company.

A strip of land in the parish of Scraftoft, in the rural district of Billesdon, in the county of Leicester, situate on the western side of and adjoining the Leicester Branch Railway of the Company between Thurnby Tunnel and the mile post denoting $5\frac{1}{2}$ miles from Marefield North Junction.

Two strips of land in the township of Thurnby, in the said rural district of Billesdon, situate on both sides of and adjoining the said branch railway between the mile posts denoting 7 and $7\frac{1}{4}$ miles from the said junction.

A triangular piece of land in the said township of Thurnby, situate on the southern side of and adjoining the said branch railway about 125 yards west of the said $7\frac{1}{4}$ mile post.

To empower the Company to lease the said siding or sidings at Finsbury Park to the Great Northern and City Railway Company for the term and rent, and upon and subject to the covenants and provisions contained in the Great Northern Railway (No. 2) Act, 1902, section 36, with reference to the railway and station thereby authorized to be leased to the said Great Northern and City Railway Company, and to empower the Company and the Great Northern and City Railway Company to enter into and carry into effect any agreements with respect to the purchase, acquisition, ownership, lease or use of the lands and premises at Queensland-road, Islington, hereinbefore described.

To empower the Company and the Great Northern and Strand Railway Company to enter into and carry into effect agreements with respect to the construction, ownership, and use of the proposed subway at King's Cross, and the purchase, acquisition, and ownership or use of the lands at Caledonian-road, in the metropolitan borough of Islington, hereinbefore described, and to empower the Company to lease the said subway and lands to the Great Northern and Strand Railway Company upon such terms as may be defined by the Bill.

To empower the Company and the Horncastle Railway Company to enter into and carry into effect any agreements with respect to the purchase, acquisition, ownership, lease, or use of the lands at Woodhall Spa, in the parts of Lindsey in Lincolnshire, hereinbefore described.

To authorize the purchase of so much only of any house, building, manufactory, or property as may be required for the purposes of the intended works or of the Bill, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

To extend the powers of the Company for the completion of the railways numbered 1, 2, 3, 4, 5, and 6 (loop line, Enfield to Stevenage), authorized by the Great Northern Railway Act, 1898 (as deviated by the Great Northern Railway Act, 1899), and for the railways numbered 7 and 8 (railways at Finsbury Park), authorized by the said Act of 1898.

To extend the powers of the Company for

the compulsory purchase of lands for the purposes of Railway No. 1 (railway at New England), authorized by the Great Northern Railway Act, 1900, Railways Nos. 2, 3, 4, and 5 (railways at Grantham), authorized by the said Act of 1900, diversion of footpath at Wood Green, authorized by the said Act of 1900, and for the purchase of additional lands referred to in the Great Northern Railway Act, 1900, under the following headings:—

In the County of Middlesex:—Wood Green, East Finchley, Palmer's Green to Winchmore Hill.

In the Soke of Peterborough:—New England.
In the Parts of Kesteven in Lincolnshire:—Bourn.

In the County of Nottingham:—Colwick, Basford, Nottingham.

In the West Riding of Yorkshire:—Doncaster, Morley, Hunslet, Bradford, and Clayton.

To further extend the powers of the Company for the compulsory purchase of lands described in section 30 of the Great Northern Railway Act, 1897, under the following headings:—

In the County of Nottingham:—Sutton.

In the West Riding of Yorkshire:—Wrenthorpe, Loffhouse,
the powers for the compulsory purchase of which were extended by section 31 of the Great Northern Railway Act, 1900.

To authorize the Company, in the construction of any of the works proposed to be authorized by the Bill, to deviate from the lines and levels thereof shown on the plans and sections to be deposited as hereinafter mentioned, and to stop up, alter, or divert temporarily or permanently roads, streets, footways, railways, tramways, bridges, rivers, canals, streams, waters, water-courses, sewers, drains, pipes, telegraphic and other tubes, wires, and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the Bill.

To extinguish rights of way and other rights (if any) over or affecting any road, footpath, or way to be diverted or stopped up under the Bill, or over any railway of the Company at the point or points at which it is now crossed by any such road, footpath, or way, and to vest in the Company or the adjoining owners, or partly in one and partly in the other, the site and soil of the road, footpath, or way stopped up, freed and discharged from all or any such rights.

To provide that diverted or substituted roads or footpaths shall be maintained and repaired by the same body or persons as are now liable to maintain and repair the roads and footpaths for which they are respectively substituted, and that new roads shall be maintained and repaired by the same bodies or persons as are liable to maintain and repair other streets and roads in the parishes, townships, or places within which such new roads or footpaths will be situate, and that, as respects the said intended railways and widenings of railways, the Company shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road carried over the said intended railways, or any of them, by a bridge, or the immediate approaches thereto.

To authorize the Company to appropriate any lands for the time being belonging to them for the erection thereon of and to erect dwellings for the labouring classes, and to

appropriate for such dwellings any buildings for the time being belonging to the Company, and to sell or let such dwellings.

To enable the Company as to lands acquired by them alone, and the Company and any other company as to lands acquired or held by them jointly, under any Act relating to the Undertaking of the Company, or of such other company or companies, to retain and hold such of those respective lands as are not yet used or applied by them respectively.

To authorize the Company to demand, levy, take and recover tolls, rates, and charges for or in respect of the works to be authorized by the Bill, and to alter existing tolls, rates, and charges, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

To authorize and provide for increased contributions by certain of the officers and servants of the Company to the Superannuation Fund established in pursuance of the Great Northern Railway (Further Powers) Act, 1872.

To authorize the Company to apply to the purposes of the Bill any capital or funds now belonging to the Company or under the control of their directors.

The Bill will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will incorporate with itself certain of the provisions of the Companies Clauses Acts, 1845, 1863, 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will or may repeal, alter, and enlarge such of the powers and provisions as may be deemed necessary of the following local and personal Acts (that is to say):—The Great Northern Railway Act, 1846, 9 and 10 Vict., cap. 71, and every other Act relating to the Company or to their Undertaking, and of any other Act or Acts which would interfere with the objects of the Bill.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and other works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, 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; also an Ordnance Map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice will, on or before the 29th day of November instant, be deposited for public inspection as regards the works to be executed, and the lands to be taken in the several counties or divisions hereinafter mentioned, with the respective clerks of the peace thereof, at their respective offices, also hereinafter mentioned (that is to say):—For the county of Nottingham, at Nottingham; for the county of Derby, at Derby; for the West Riding of the county of York, at Wakefield; for the county of Middlesex, at the Guildhall, Broad Sanctuary, Westminster; for the county of Hertford, at Hertford; for the City of London, at the Guildhall; for the county of London, at the Sessions House, Clerkenwell; for the county of Northampton, at Northampton; for the parts of Holland in Lincolnshire, at Boston; for the parts of Lindsey in Lincolnshire, at Lincoln; for the

county of Stafford, at Stafford; for the Soke of Peterborough, at Peterborough; for the county of Leicester, at Leicester; and on or before the same day 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 intended railways and other works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the officer respectively hereinafter mentioned (that is to say):—In the case of any county, metropolitan, or other borough, with the Town Clerk of such borough at his office; in the case of the City of London, with the Town Clerk of the City of London at the Guildhall; in the case of any urban district not being a borough, with the clerk of the District Council of such district at his office; in the case of any parish having a Parish Council, with the Clerk of the Parish Council, or if there is no clerk, with the chairman of that Council; and in the case of any parish comprised in a rural district and not having a Parish Council, with the clerk of the District Council of such district at his office. Any parish named in this Notice which is not a county or other borough, or an urban district, or 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, will be made at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 12th day of November, 1902.

R. HILL DAWE, King's Cross Station,
London; and 29, Abingdon-street,
Westminster, Solicitor.

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

In Parliament.—Session 1903.

HARROW ROAD AND PADDINGTON TRAMWAYS.

(New Tramways; Adaptation of Tramways for Mechanical or Electrical Power, and Agreements as to Supply of Electrical Power; Amendment of Powers of Purchase by Local Authorities; Running Powers; Agreements with Local and Road Authorities and others as to Purchase, Leasing, and other matters; Working and other Agreements with Owners &c., of Tramways, Tramroads, and Light Railways; Transfer of Undertaking to the Metropolitan Electric Tramways Limited; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Harrow Road and Paddington Tramways Company (hereinafter called "the Company") for an Act for all or some of the following among other purposes (that is to say):—

To empower the Company to make, form, lay down, maintain, work, and use the tramways hereinafter described, or some part thereof, with all necessary and proper rails, plates, sleepers, channels, junctions, turnouts, crossings, passing places, crossovers, waiting rooms, stations, sheds,

buildings, works, and conveniences connected therewith (that is to say) :—

A Tramway No. 1, commencing in Cambridge-road, Kilburn, by a junction with the existing tramway of the Company at its termination, and passing thence in a north-easterly direction along Cambridge-road, Cambridge-gardens, and Cambridge-avenue, and thence in a north-westerly direction into and along the High-road, Kilburn, and terminating in the last-named road at a point 11 yards or thereabouts measured in a northerly direction from the junction of Cambridge-avenue with the High-road, Kilburn.

Tramway No. 2, commencing in Cambridge-avenue aforesaid by a junction with Tramway No. 1 at a point 15 yards or thereabouts south-west of the junction of Cambridge-avenue with the High-road, Kilburn, passing thence into and along and terminating in the High-road, Kilburn, at a point 13 yards or thereabouts north-west of the last-mentioned junction.

The said intended tramways will be situate in the parish and urban district of Willesden, in the county of Middlesex, and in the parish of St. John, Hampstead, in the metropolitan borough of Hampstead, in the county of London.

It is proposed to lay Tramway No. 1 so that 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 at the following places, viz. :—

In Cambridge-road, between points respectively 42 yards or thereabouts north and 42 yards or thereabouts south of the junction therewith of Stafford-road.

In Cambridge-road, between points respectively 27 yards or thereabouts and 43 yards or thereabouts south of the junction therewith of Granville-road.

In Cambridge-road, for a distance of 93 yards or thereabouts, between the junctions therewith of Granville-road and Princess-road respectively.

In Cambridge-gardens for a distance of 45 yards or thereabouts south of the junction therewith of Chichester-road.

In Cambridge-avenue, between points respectively 20 yards or thereabouts and 39 yards or thereabouts north of the junction therewith of Chichester-road.

The intended tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run on the said tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove or abandon such tramways, crossings, passing places, crossovers, deviations, sidings, junctions, curves, turnouts, turntables, and other works, in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed and existing tramways of the Company, or in the interests of the Company, or for facilitating the passage of traffic along the streets and roads, or for providing access to any stables or carriage houses, engine houses, stationary engines, works, or buildings of the Company.

To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on the proposed and existing tramways of the Company.

To authorize the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets,

highways, public and private roadways, footpaths, pavements, railways, canals, bridges, sewers, drains, water pipes, gas pipes, and electric, telegraph, and telephonic tubes, posts, wires, and apparatus for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed and existing tramways and works of the Company, or substituting others in their place, or for other the purposes of the intended Act.

To empower the Company to work the proposed and existing tramways of the Company, or any of them, by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at and applied from stations or otherwise, or other mechanical power, or partly by one such power and partly by another such 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 intended Act, and to relieve the Company from any obligations or restrictions which they may be under with respect to the working of such existing tramways by electrical or mechanical power.

To empower the Company for the purposes aforesaid, or any of them, to enter upon and open the surface of, and to construct, erect, and lay down, on, in, under, or over, along, or across the surface of any footpath, street, road, place, railway, canal, or bridge, such posts, standards, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, standards, 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 proposed or existing tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company for the purpose of working the said proposed or existing tramways and of the intended Act, to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

To empower the Company to reconstruct or to make such alterations of the said 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 necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid.

To empower the Company 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 power to the Company, by such Local Authority, company, body or person.

To authorize the Company to levy tolls and charges for the use of the said proposed or existing tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or charges.

To reserve to the Company the exclusive right of using on their tramways engines and carriages with flange wheels, or wheels

specially or particularly adapted to run on a grooved rail.

To empower the Company on the one hand, and the authority having the control or management of the streets or roads along which any tramway is intended to be laid, reconstructed, altered, or adapted 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, or any of them, and the rails, plates, sleepers, posts, standards, wires, tubes, electric appliances, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To make provision as to the regulations to be made by the Board of Trade for regulating the use of mechanical power upon the tramways.

To empower the Company to lease their Undertaking, or any part thereof, to the Metropolitan Electric Tramways Limited for such period or periods, and on such terms and conditions, as may have been or may be agreed upon, and to confer upon such last-mentioned Company and empower them to exercise during the continuance of any such lease all or any of the powers of the Company, or proposed to be conferred upon them by the intended Act, as if such lessees had been referred to in this Notice jointly with or instead of the Company, and to authorize agreements between the said Companies with reference to any such lease, and to confirm any agreements with reference thereto which may be entered into prior to the passing of the intended Act.

To alter, amend, or repeal all or some of the provisions of the Harrow Road and Paddington Tramways Act, 1886, and any other Acts conferring upon any Local Authority any powers of purchasing the proposed and existing tramways, and to provide that, notwithstanding anything contained in section 43 of the Tramways Act, 1870, or in the said Acts, the powers of any such Local Authority as aforesaid for purchasing the portions of the proposed and existing tramways within the district of such Local Authority shall not be exercised for such period, or except upon or for such terms, conditions, or considerations as may be agreed upon or prescribed or provided for by the intended Act, and in the event of any such purchase to empower the Company to require the Local Authority to purchase the whole or any part of any depôt, plant, or other property of the Company, and to alter, amend, or repeal any other provisions of the said Acts, whether for the protection of any such Local Authority, or any other body or person, or otherwise, which may be inconsistent with, or prevent, prejudice, interfere with, or delay the execution, or carrying into effect of any of the objects or powers of the intended Act, and if thought fit to make other provisions in lieu thereof.

To enable the Company in the event of, and notwithstanding the purchase by any Local Authority of so much of the tramways of the Company as is situate in their district to run over and use such portion of tramways, with their engines, carriages, and servants for the purposes of traffic of all kinds on such terms and conditions as may be agreed on between the Company and the owners of such portion of tramways for the time being, or as may be prescribed or provided for by the intended Act.

To empower the Company on the one hand, and the Local or Road Authority of any district in which the proposed and existing tramways or any part thereof is situate, to enter into and carry into effect agreements with respect to all or any of the matters aforesaid, and especially with reference to the postponement of the right of any such Local Authority to purchase any of the proposed or existing tramways or the grant of a lease or leases thereof to the Company for a period or periods in excess of the period provided by section 19 of the Tramways Act, 1870, 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 corporate funds or other moneys under their control.

To enable the Company on the one hand, and any authority, company, or person owning, working, or using any tramways, tramroads, or light railways which can be worked with any of the tramways of the Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, running over, use, management, and maintenance by the contracting parties of all or any of their respective tramways, tramroads, light railways, 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 such agreements which have been or may be made prior to the passing of the intended Act.

To authorize the Company to increase their capital for all or any of the purposes of the intended Act, and for the general purposes of their Undertaking, and to raise further money by the creation and issue of new ordinary or preference shares and by borrowing, and to authorize the Company to apply to the like purposes, and to the general purposes of their Undertaking, all or any part of the capital which they now are or by the intended Act may be authorized to raise.

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 Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of the Lands Clauses Acts and the Tramways Act, 1870, with such alterations or amendments as hereinbefore mentioned, or otherwise, as may be deemed expedient, and will enable the Company to exercise the powers granted by those Acts as well as the powers hereinbefore mentioned, and will alter, amend, extend, or repeal all or some of the provisions of the Harrow Road and Paddington Tramway Acts, 1886, 1891, and 1894, and any other Act or Acts relating to the Company.

And notice is hereby given that, on or before the 29th day of November instant, plans and

sections of the intended tramways, 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 Middlesex, at his office at the Guildhall, Westminster, and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the urban district of Willesden and the Borough of Hampstead respectively, and a copy of this Notice will be deposited with the Clerk to the Council of such urban district, and with the Town Clerk of such borough (as the case may be) at their respective offices.

And notice is hereby further given that, on or before the 20th 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 14th day of November, 1902.

HUGH C. GODFRAY, 42, Finsbury-square, London, E.C., Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1903.

Electric Lighting Acts 1882 and 1888.

ISLE OF SHEPPEY, SITTINGBOURNE, AND DISTRICT 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 Municipal Borough of Queenborough, the Urban Districts of Sittingbourne and Milton-next-Sittingbourne, and the Rural District of Sheppey, 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, &c.)

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 20th 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 authorize 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 Queenborough, the urban districts of Sittingbourne and Milton-next-Sittingbourne and the rural district of Sheppey in the county of Kent (hereinafter referred to as "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 area of supply, 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 authorize 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 authorize 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 authorize 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 Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, 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 authorize 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 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 municipal borough of Queenborough:—

High-street (from the railway station to the end of High-street abutting on the River Swale).

In the urban district of Sittingbourne:—

High-street, Station-street, West-street (from its junction with High-street to Shakespeare-

road), Park-road, East-street (from High-street to Bayford-road).

In the urban district of Milton-next-Sittingbourne:—

Milton-road, New-road, Church-street, Crown-road, High-street.

In the rural district of Sheppey:—

Halfway-road (from the Company's Works adjoining Sheerness East Railway Station to the hamlet called Halfway Houses).

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:—

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 of Bayford Moat to Adelaide Dock.

In the rural district of Sheppey:—

Road leading to and passing over the River Swale adjoining the railway bridge on the Sheerness Branch of the South Eastern and Chatham Railway.

The railways which the Company propose to take power to break up are:—

Level crossing on the Pier Branch of the South Eastern and Chatham Railway at Whiteway-road, Queenborough.

The Sheppey Light Railways, the Sheerness and District Light Railways.

The draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 20th 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. F. J. Parrett, bookbinder and stationer, 66, High-street, Sittingbourne, and at the office of the Clerk to the Poor Law Guardians and Sheppey Rural District Council, Board Room, Minster-in-Sheppey, and at the office of Sydney Morse, 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, 1903. A copy must at the same time be sent to the undersigned Sydney Morse.

Dated this 21st day of November, 1902.

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 1903.

NELSON CORPORATION.

(Extension of Time for Construction of Waterworks Authorized by the Nelson Local Board Act, 1888; Provisions for Prevention of Pollution; Holding and Purchase of Land; Agreements with Owners and Occupiers of Lands; Better Provision for and in Relation to Water Supply; Repeal 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 Nelson (hereinafter called "the Corporation") for an Act for all or

some of the following amongst other purposes (that is to say):—

To extend the time limited by the Nelson Local Board Act, 1888, for the construction and completion of the reservoir No. 3, and the conduit commencing and terminating in the Ogden Water, being respectively the works numbered 3 and 6 in and authorized by the said Act of 1888.

To empower the Corporation, for the purpose of protecting from pollution the waters which they are empowered to take under the said Act of 1888, to purchase and hold lands by agreement within the drainage area of the several streams and brooks, the waters of which the Corporation are empowered to take under the said Act of 1888 (such lands being situated within the township of Barley with Wheatley Booth, in the county of Lancaster), and to enable the Corporation to lay down drains, sewers, watercourses and other works within the said drainage area, and to empower them to make and enforce bye-laws for the purposes aforesaid in respect of lands (whether belonging to the Corporation or not) within the said drainage area.

To authorize agreements between the Corporation and the owners, lessees and occupiers of lands within the drainage area for the purpose of draining their lands and preserving the purity of the waters authorized to be collected and appropriated.

To make better provision in regard to the supply of water within the water limits of the Corporation, and particularly in regard to the following matters, namely: charging water rates upon the owner in certain cases, supply of houses partly used for trade, separate communication pipes, notice of discontinuance of supply, bye-laws for preventing waste of water, misuse or contamination of water, and power of entry, supply for other than domestic purposes, power to sell or let meters, notice of discontinuance of meters, injury to meters, supply of fittings and works, the laying down of pipes in streets not dedicated to public use, supply of water in bulk beyond water limits.

To vary or extinguish all existing rights 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 and privileges.

To repeal, alter, or amend all or some of the provisions of the following local Acts and Order that is to say: the Nelson Water and Gas Act, 1866; the Nelson Local Board Act, 1879; the Nelson Improvement Act, 1886; and the Nelson Local Board Act, 1888; the Order relating to Nelson confirmed by the Local Government Supplemental Act, 1871 (No. 4), and all other Acts and Orders relating to the Corporation or to their Water Undertaking.

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 Waterworks Clauses Acts, 1847 and 1863; the Railways Clauses Act, 1863; the Local Loans Act, 1875; 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 20th day of December next.

Dated this 18th day of November, 1902.

J. H. BALDWIN, Town Clerk, Nelson.

SHARPE, PARKER, PRITCHARDS, BARHAM and LAWFORD, 9, Bridge-street, Westminster; Parliamentary Agents.

In Parliament.—Session 1903.

BRIGHTON CORPORATION.

(Construction of Tramways in Brighton, Hove and Preston Rural; Use of Mechanical Power on such Tramways and Powers in Relation to other Tramways; Tolls, Rates, &c.; Agreements with Corporation of Hove and other Authorities and Companies as to Construction, Leasing, and Working, &c., of the Tramways; Construction of Street Improvements in Borough and Subway at Southwick; Compulsory Purchase of and Powers as to Lands, Easements, &c.; Powers as to Omnibuses; Extension of Electric Supply Limits to Places Outside Borough; Rates, &c.; Breaking Up of Streets, &c.; Provisions as to Supply of Electricity; Transfer to Brighton Corporation of Powers of Overseers in Brighton and Preston; Constituting Corporation Burial Board for Preston Parish; Application of Funds and Borrowing of Money, and Provisions as to Sinking Funds; Provisions as to Infectious Diseases and Projections in Streets; Agreements with and Powers to Local Authorities and other Bodies as to Electric Supply; Powers to West Sussex County Council and other Local Authorities and the Corporation and the Duke of Norfolk with respect to Norfolk Bridge; Borrowing of Money, Levying of Rates, and Application of Funds by such County Council and other Local Authorities and Bodies; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Mayor, Aldermen, and Burgesses of the county borough of Brighton (hereinafter called "the Corporation"), for leave to bring in a Bill for effecting the objects, or some of the objects, following (that is to say):—

To authorize the Corporation 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 county of Sussex, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways or narrow places any distance is given as being measured from the intersection or junction of 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 authorized by the Bill are as follows:—

Tramway No. 1, commencing in the Dyke-road at a point 1 chain or thereabouts north-west of the junction of Dyke-road with Goldsmid-road by a junction with the intended Tramway No. 4 hereinafter described, and passing thence in a northerly direction along Dyke-road and terminating at a point 4.50 chains or thereabouts southward of the point at which the boundary between the parishes of Preston and Patcham crosses the said road.

Tramway No. 1 will be situate in the parishes of Brighton and Preston in the borough of Brighton, Hove in the borough of Hove, and Preston Rural in the Steyning East rural district.

Tramway No. 1A, commencing in Chatham-place by a junction with the existing tramway therein at a point 1 chain or thereabouts north-east of the junction of Chatham-place

with Prestonville-road, and passing thence in a westerly direction into Dyke-road, and terminating in Dyke-road by a junction with the intended Tramway No. 1 at or about its commencement as hereinbefore described.

Tramway No. 2, commencing in Buckingham-place by a junction with the intended Tramway No. 4 at a point 1 chain or thereabouts east of the junction of Buckingham-place with Chatham-place, and passing thence in a westerly direction into and along Goldsmid-road, and terminating at the point at which the boundary between the parishes of Brighton and Hove crosses the said road.

Tramway No. 3, commencing in Grand-parade by a junction with the existing tramway therein at a point 0.70 chain or thereabouts southward of the northern end of the southernmost enclosure of the Victoria-gardens, passing thence in a westerly direction into and along the road between the northern and southern enclosures of Victoria-gardens and North-road to Queen's-road, thence in a northerly direction along Queen's-road, and terminating in Queen's-road at a point 0.40 chain or thereabouts south of the main entrance gates to the London, Brighton and South Coast Railway Station.

Tramway No. 3A, commencing in the said road between the said northern and southern enclosures by a junction with the intended Tramway No. 3 at a point 1 chain or thereabouts west of the junction of the said road with Grand-parade, and terminating in Grand-parade by a junction with the existing tramway therein at a point 1 chain or thereabouts north of the junction of the said road with Grand-parade.

Tramway No. 3B, commencing in Gloucester-place by a junction with the existing tramway therein at a point 2 chains or thereabouts north of the junction of Gloucester-place with the aforesaid road between the northern and southern enclosures of Victoria-gardens, and terminating in Marlborough-place by a junction with Tramway No. 3 at a point 0.50 chain or thereabouts east of the junction of North-road with Marlborough-place.

Tramway No. 3C, commencing in North-road by a junction with Tramway No. 3, above described, at a point 2 chains or thereabouts east of the junction of Cheltenham-place with North-road, and terminating in Marlborough-place by a junction with the existing tramway therein at a point 2.50 chains or thereabouts south of the junction of North-road with Marlborough-place.

Tramway No. 4, commencing in Terminus-road at a point 1 chain or thereabouts north of the junction of Guildford-road with Terminus-road, and passing along Terminus-road in a northerly direction into and along Buckingham-place and Dyke-road, and terminating in Dyke-road by a junction with the intended Tramway No. 1 at or about its commencement, as hereinbefore described.

Tramway No. 5, commencing at or about the south-western end of Chatham-place by a junction with the existing tramway therein at its terminus, passing thence in a southerly direction into and along Vernon-terrace, Denmark-terrace, and Montpelier-road, and terminating in Montpelier-road at a point 1.50 chains or thereabouts north of the junction of Montpelier-road with King's-road.

Tramway No. 5A, commencing in Buckingham-place by a junction with the intended Tramway No. 4 above described, at a point 0.50 chain or thereabouts east of the junction of

Chatham-place with Buckingham-place, and terminating in Vernon-terrace by a junction with the intended Tramway No. 5 at a point 0.40 chain or thereabouts south-west of the junction of Dyke-road with Vernon-terrace.

Tramway No. 6, commencing in Montpelier-road by a junction with the intended Tramway No. 5 at a point 0.80 chain or thereabouts south-west of the junction of Montpelier-road with Western-road, passing thence in a westerly direction into and along Western-road, and terminating at a point at which the boundary between the parishes of Brighton and Hove crosses the last-mentioned road.

Tramways Nos. 1A, 2, 3, 3A, 3B, 3C, 4, 5, 5A, and 6, will be situate wholly in the parish and borough of Brighton.

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, or edge of the carriage-way, on the side or sides hereinafter mentioned of such streets or roads and the nearest rail of the tramway:—

No. of Tramway.	Name of Street or Road.	Side or sides of Street or Road.	Narrow Places.
1	Dyke-road ..	Both	Between Goldsmid-road and Old Shoreham-road.
1	Dyke-road ..	Both	Between Old Shoreham-road and a point 3.50 chains or thereabouts south-east of the junction of Dyke Road-drive with Dyke-road.
1	Dyke-road ..	Both	Between Dyke Road-drive and the Drove.
2	Buckingham-place.	South	Between the commencement of the tramway as above described and Dyke-road.
	Goldsmid-road	Both	Between Vernon-terrace and a point 3.20 chains or thereabouts east of the junction of Julian-road with Goldsmid-road.
3	North-road ..	North	Between Marlborough-place and a point 1 chain or thereabouts west of the junction of Frederick-street with North-road.
3	North-road ..	South	Between Marlborough-place and a point 0.85 chain or thereabouts west of the junction of Jubilee-street with North-road.
3	North-road ..	South	Between a point 0.80 chain or thereabouts west of the junction of Bread-street with North-road and a point 1.70 chains or thereabouts east of the junction of North-road with Queen's road.
3c	Marlborough-place.	East	Between points respectively 2.50 chains and 1.80 chains or thereabouts south of the junction of North-road with Marlborough-place.

No. of Tramway.	Name of Street or Road.	Side or sides of Street or Road.	Narrow Places.
4	Terminus-road	East	Between the commencement of the tramway as above described and a point 3.60 chains or thereabouts north-west of the junction of Terminus-place with Terminus-road.
4	Buckingham-place.	South-west.	From a point 1.20 chains or thereabouts south-east of the junction of Clifton-street with Buckingham-place to Clifton-street.
4	Buckingham-place.	North	Between Howard-place and Bath-street.
4	Buckingham-place.	North	Between Bath-street and Chatham-place.
4	Buckingham-place.	South	Between Clifton-street and Buckingham-road.
4	Buckingham-place.	South	Between Buckingham-road and a point 1.50 chains or thereabouts west of the junction of Buckingham-road with Buckingham-place.
4	Buckingham-place.	South	Between Compton-avenue and Bath-street.
4	Buckingham-place.	South	Between Bath-street and Dyke-road.
5	Montpelier-road.	East	Between Western-road and the termination of the tramway, as above described.
5	Montpelier-road.	West	Between Western-road and a point 2.40 chains or thereabouts north of the junction of Montpelier-road with King's-road.
6	Montpelier-road.	West	Between the commencement of the tramway, as above described, and Western-road.
6	Western-road	Both	Between Montpelier-road and the Western Borough Boundary.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal or electrical power, or such other mechanical power as may for the time being be applicable.

The intended tramways will be constructed on the gauge of 3 feet 6 inches, and it is intended to exempt the Corporation from the provisions of the Tramways Act, 1870, limiting the overhang of carriages.

To authorize the Corporation:—

(a) To place and run carriages on, and to work any of the intended tramways, and to provide stables, car-sheds, workshops, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electrical, and other plant, appliances, and conveniences for that purpose, and to sell, exchange, or dispose of the same.

(b) 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, or along or upon any tramways of or leased to, or run over, worked, or used by the Corporation; to alter existing tolls, rates,

and charges, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

(c) To make, maintain, alter, and remove such crossings, passing places, interlacing lines, turnouts, sidings, junctions, and other works, in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the intended tramways or any of them, or any tramways leased to, run over, worked, or used by the Corporation, 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 Corporation, or for forming junctions with any tramways of or leased to, run over, worked, or used by the Corporation, or the mayor, aldermen, and burgesses of the borough of Hove (hereinafter called "the Corporation of Hove"), and to erect and use such stables and sheds and offices, buildings and conveniences, and to alter double to single lines and *vice versa*, or double or single to interlacing lines or *vice versa*.

(d) To remove or discontinue the use of any of the intended tramways or any part thereof, 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 any parish or place mentioned in this notice, 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.

(e) To lay down, construct, and maintain on, in, under, or over the surface of any street, road, bridge, or place, or any lands, and to attach to any house or 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 intended tramways and any existing or authorized tramways of the Corporation, or any tramways leased to, or worked, run over, or used by the Corporation, or with which any tramways of, or leased to, or worked, or used by the Corporation, connect or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating stations, engines, machinery, or apparatus.

To make provision for the use and disposal by the Corporation of any paving or road materials extracted by the Corporation in the construction of the intended tramways, or the exercise of the powers of the Bill.

To incorporate in the Bill, and to confer upon the Corporation in connection with the intended tramways and works, 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 flange-wheeled carriages on the tramways, &c., to bye-laws and to offences, but to exempt the Corporation from or amend in their application to the Corporation and the intended tramways where situate wholly or partly without the borough of Brighton, the provisions with respect to purchase of tramways of the said Act of 1870, and especially of Section 43 of that Act.

To make special provision for the prevention

of damage to the intended tramways or any existing or authorized tramways of the Corporation, or any tramways leased to, worked, run over, or used by the Corporation, or any works connected therewith.

To alter and extend the provisions of the Brighton Electric Lighting Order, 1883 (hereinafter called "the Order of 1883"), and to enable the Corporation to utilise electrical power generated under the powers thereof; or of the Brighton Corporation Act, 1900 (hereinafter called "the Act of 1900"), for the purposes of any of the tramways proposed to be authorized by the Bill or other the purposes of the Bill.

To authorize the Corporation to provide and run omnibuses and carriages moved by animal, electric, or other mechanical or motive power within or beyond the borough, whether in connection with their tramways or otherwise, and to demand and take fares, tolls, and charges in respect thereof.

To authorize the Corporation in connection with the intended tramways to make and maintain the street improvements hereinafter described (that is to say) :—

(1) The widening of Denmark-terrace on its west side from Clifton-hill to Victoria-road.

(2) The widening of Montpelier-road on its west side between the southern boundary of No. 68, Montpelier-road and the southern boundary of the house and grounds known as "Belveders."

(3) The widening of Montpelier-road on its east side throughout the frontage to that road of the premises known as "West Hill Lodge."

(4) The rounding off of the corner of Montpelier-road and Western-road situate to the south-west of the point of intersection of Montpelier-road and Western-road.

The street improvements above described will be situate in the parish of Brighton and county borough of Brighton in the county of Sussex.

To authorize the Corporation to make and maintain a subway under the east arm of New Shoreham Harbour, commencing at or near the south-east corner of Nicholson's Wharf, and terminating on the south side of the said east arm of New Shoreham Harbour at a point 11 yards or thereabouts east of the north-east corner of the Brighton Corporation Electricity Generating Station now in course of construction, such subway being situate in the parish and urban district of Southwick, in the county of Sussex, and under the bed and shore of the said harbour. Together with all necessary and proper shafts, lifts, staircases, approaches, pumps, tunnels, tubes, piers, abutments, stages, caissons, cofferdams, and other machinery, works, and conveniences in connection therewith, and to enable the Corporation to lay down, maintain, use, repair, remove, and alter electric lines, gas and water and other mains and pipes, and telephone and telegraph wires and other works in and through the intended subway, and so far as may be necessary to alter, amend, or repeal the provisions of the Act of 1900 as to the laying of electric lines under the east arm of New Shoreham Harbour, and to authorize the Corporation to make and recover charges for the use of the said subway.

To authorize the Corporation and any Local Authority, company, body, or person to enter into and carry into effect agreements for or with respect to the use of the subway and the payments to be made for such use.

To authorize the Corporation in the construction of the street improvements and subway

proposed to be authorized by the Bill, to deviate laterally from the lines or vertically from the levels of the said works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the Bill.

To empower the Corporation to make and maintain junctions and communications with any roads or streets interfered with by or contiguous to any of the street improvements proposed to be authorized.

To empower the Corporation to open and break up for any of the purposes of the Bill, the surface of and to cross, alter, divert, stop up, and otherwise interfere with streets, roads, highways, footpaths, rivers, channels, streams, watercourses, railways, tramways, bridges, canals, sewers, drains, pipes, wires, tubes, and other apparatus within the parishes mentioned in this Notice.

To empower the Corporation to purchase and acquire compulsorily or by agreement, and to hold lands, tenements, and hereditaments within the aforesaid parishes, or interests, easements, rights, or privileges in, over, under, or affecting the same, for the purposes of the street improvements and subway hereinbefore described and works connected therewith and of the Bill, and the Bill will or may empower the Corporation to acquire compulsorily easements or wayleaves in or under such lands, tenements, and hereditaments or any of them instead of purchasing the same (and especially easements under New Shoreham Harbour and property in the parish and urban district of Southwick for the purposes of the said subway); and to purchase portions only of any house, building, or premises, notwithstanding the provisions of section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Corporation to appropriate and use lands belonging to them for any of the purposes of the Bill, and to retain and hold lands and other hereditaments or interests, easements, rights, or privileges in, over, or affecting the same, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, and to sell and dispose of, or let on lease or exchange, any such lands, houses, and property, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, take, or appropriate.

To empower the Corporation on the one hand, and the Corporation of Hove on the other hand, to enter into and carry into effect agreements for all or any of the following purposes (that is to say):—

The construction, repair, maintenance, and working of the portion of the intended Tramway No. 1 which will be situate within the borough of Hove, and of any tramway or portion of tramway which the Corporation of Hove may be authorized to construct in connection or forming junctions with any tramway of the Corporation.

To authorize the Corporation on the one hand, and the Corporation of Hove on any other local authority, company, body, or person owning, leasing, running over, or using any tramway or light railway with which any tramway of or leased to, worked, or run over by the Corporation connects, on the other hand to enter into and carry into effect agreements for all or any of the following purposes (that is to say):—

(1) The lease, alteration, reconstruction, or equipment, working, running over, use, manage-

ment, and maintenance by the contracting parties of all or any of their respective tramways, light railways, and works, or any part or parts thereof respectively.

(2) The making of all necessary junctions.

(3) The supply of rolling stock, plant, machinery, electrical energy, or any motive power necessary for the purposes of such agreement, and the employment and appointment and removal of officers and servants.

(4) The payments to be made and conditions to be performed in respect of such working, use, management, and maintenance, and the interchange, accommodation, and convenience, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties.

(5) The payment, collection, division, and apportionment of the tolls, rates, or other receipts arising upon the respective undertakings, and to confer upon the Corporation, and upon the Corporation of Hove, or such authority, company, body, or person, all necessary powers to enable them to carry any such agreement into effect, including the power of levying and recovering tolls, rates, and charges.

To sanction, confirm, and give effect to any agreement which may have been or may be entered into in reference to any of the matters aforesaid.

To enable the Corporation to increase the rates and charges which, by the Act of 1900, they may demand and take for passengers travelling upon their tramways, or any part or parts thereof, on special occasions, and particularly in the case of special cars running to and from the Brighton Racecourse, and so far as may be necessary to amend or repeal the provisions of the said Act of 1900, and of the Brighton Corporation Tramways Order, 1902, in respect thereof.

To extend the provisions of the Order of 1883, and to enable the Corporation to supply and distribute electric energy for public and private purposes within the following parishes, namely:—Rottingdean, Ovingdean, Patcham, Falmer, Preston Rural, Hangleton, Old Shoreham, New Shoreham, Kingston-by-Sea, Southwick, Portslade, Portslade-by-Sea, Aldrington, Lancing, and West Blatchington, all in the county of Sussex, and if thought fit to extend the area of supply as defined by the said Order, so as to include such parishes, or any of them, and to enable the Corporation to demand and recover rates and charges for any supply so afforded by them, and for the purposes of such supply to lay down and erect electric lines, posts, and other apparatus, and to open and break up streets, roads, ways, footpaths, tramways, sewers, drains, pipes, wires, and apparatus within such parishes, and to confer upon the Corporation in reference to such supply, and to make applicable, by incorporation or otherwise, all or any of the powers of the Order of 1883, and of the Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899, and whether with or without modification or amendment, and if thought fit to exempt the Corporation from or restrict in their application to the Corporation all or any of the provisions of such Order and Acts.

To empower the Corporation and Rural District Councils of Newhaven, Steyning East, and Steyning West, and the Urban District Councils of Portslade-by-Sea, Southwick, and New Shoreham, and the Corporation of Hove, and the Parish Councils of the parishes of Rottingdean, Patcham, Falmer, and Lancing,

or any of them, and any company or person authorized to supply electricity within the parishes mentioned in the last preceding paragraph of this Notice, or any local authority for or company or person authorized to supply electricity within any other parish or district adjacent or in proximity to the borough or the area within which the Corporation are for the time being authorized to supply electricity or the route of any electric line belonging to the Corporation, or any of them, to enter into and fulfil agreements for or in relation to the supply of electric energy by the Corporation to any such council, company, and person respectively for any purpose for which they may respectively require the same, and for the transfer to the Corporation of all or any of the powers, duties, liabilities, obligations, and works for the time being possessed or attaching to or imposed upon any such council, company, or person for or in relation to the generation and supply of such energy and for the execution of the works, and the acquisition of the lands requisite for such generation and supply, or for the supply and distribution of electric energy by the Corporation within such parishes or any of them, and to enable the contracting parties respectively to apply their funds, rates, and revenues, and any moneys they are authorized to raise, and to borrow further moneys and to levy rates and charges.

To empower the Corporation and any Local Authority, company, or person owning or working tramways, light railways, or railways within or without the area within which the Corporation are for the time being authorized to supply electricity, to enter into and carry into effect agreements for the supply of electricity by the Corporation to such authority, company, or person.

To alter and amend the provisions of the Order of 1883, as regards the rights of consumers to demand a supply of electricity and the terms on which the Corporation shall afford such supply, and if need be, to repeal such provisions and to make other provisions in lieu thereof, and to empower the Corporation to refuse to supply to persons in debt to the Corporation in respect of charges for electricity.

To reduce the rate of interest payable by the Corporation on deposits made by way of security under the provisions of the Order of 1883.

To suspend payments to the sinking fund in respect of moneys borrowed by the Corporation for the purposes of Part III of the Act of 1900, and for lands and easements required in connection therewith.

To provide for the transfer to and the execution and performance by the Town Council of the borough of Brighton, or the Town Clerk of the said borough, of the powers, duties, property, liabilities, and obligations of the overseers for the parishes of Brighton and Preston, and if thought fit, to abolish the office of overseers for such parishes.

To constitute the Corporation, or the Council of the county borough of Brighton, the Burial Board for the whole of the said borough (including the parish of Preston), and to detach the said parish from the district of the Burial Board for the old parish of Preston (consisting of the present parishes of Preston and Preston Rural), and to transfer to the Corporation all the property, rights, powers, and privileges of such Burial

Board in and with respect to the said parish of Preston, and to enable the Corporation to exercise their powers and duties as a Burial Board in the same manner and with the same incidents as any other powers vested in them as a municipal Corporation.

To make further provision for the detection and prevention of infectious disease, and especially with respect to the obtaining information as to persons living or employed in houses in which cases of infectious disease occur, and for preventing the spread of such diseases through the association of persons inhabiting affected houses with other persons, and for otherwise ensuring the taking of proper precaution against the spread of disease, and to provide for the enforcement, by penalty or otherwise, of such provisions and of the provisions of 6 Geo. IV, cap. 179, with respect to the removal of signs and projections in streets, and to make further provision with respect to such removal.

To authorize and empower the West Sussex County Council to purchase, and the Most Noble Henry Duke of Norfolk, his heirs and assigns (hereinafter referred to as "the owners"), to sell and transfer to the County Council the bridge at New Shoreham, known as "Norfolk Bridge," and all the property, rights, powers, and privileges (including the right of levying tolls) at present vested in or exercisable by the said Duke in connection with such bridge, and to authorize the Corporation and the said County Council, the Corporation of Hove, the Mayor, Aldermen, and Burgesses of the borough of Worthing, the District Councils for the urban districts of Portslade-by-Sea, Southwick, and New Shoreham, and the Steyning West Rural District Council, to contribute towards the expense of such purchase, and of the maintenance, repair, and renewal of such bridge, and for that purpose to levy rates within the districts respectively under their jurisdiction, and to borrow money on the security of such rates and any other rates leviable by them respectively, and either alone or in conjunction with any tolls or other income derivable from the said bridge, and to enable such bodies or any of them to enter into and carry into effect agreements in that behalf, and if and so far as may be thought expedient, to sanction and confirm any such agreement which may have been or may be entered into, and to confer upon the owners all necessary powers for effecting such sale or transfer, and if and so far as may be necessary, to make provision for the application of any purchase money arising therefrom.

To authorize the Corporation for the purposes of the works proposed to be authorized by the Bill, and for all or any of the purposes of the Bill, and of any agreement which may be entered into with regard to the Norfolk-bridge aforesaid, to apply their funds, rates, and revenues, and any moneys which they are authorized to raise, or which may be payable to them under the Bill or otherwise, and to make and levy additional and to alter existing rates and charges, and to confer exemptions from the payment of rates and charges, and to borrow or raise money on the security of any such funds, rates, or revenues, or of any property of the Corporation by mortgages, debentures, or debenture stock, or in such other manner as the Bill may prescribe for such purposes.

To amend, extend, alter, or repeal the provisions or some of the provisions of the several local and personal Acts and Orders following, or some of them (that is to say):—6 Geo. IV,

cap. 179; 18 and 19 Vict., caps. 6 and 31; 36 and 37 Vict., cap. 125; 59 and 60 Vict., cap. 221; 63 and 64 Vict., cap. 99; 1 Edward VII, cap. 224, the Order of 1883, and the Brighton Corporation Tramways Order, 1902, and any other Act or Acts, Order or Orders, relating to the Corporation or the borough of Brighton, 56 Geo. III, cap. 81; 39 and 40 Vict., cap. 211; and any other Act or Acts relating to the Shoreham Harbour Trustees or New Shoreham Harbour; 11 Geo. IV, cap. 63, and any other Act or Acts relating to the aforesaid Norfolk-bridge.

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.

And Notice is hereby also given, that on or before the 29th day of November instant, plans and sections of the before-mentioned works proposed to be authorized by the Bill showing the lines and levels thereof, the plans 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 Sussex, at his office at Lewes, in that county, and that on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to any of the under-mentioned areas in or through which any of such works will be made, or in which any lands intended to be taken or used compulsorily are situate as hereinbefore stated, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the officers respectively mentioned in connection therewith (that is to say):—

In the case of the county borough of Brighton, with the Town Clerk thereof, at his office; in the case of the borough of Hove, with the Town Clerk thereof, at his office; in the case of any urban district, with the Clerk of the District Council for that district, at his office; in the case of the parish of Preston Rural, with the Clerk of the Steyning East Rural District Council, at his office at New Shoreham.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

FRANCIS J. TILLSTONE, Town Clerk,
Brighton.

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

In Parliament.—Session 1903.

HOVE CORPORATION TRAMWAYS.

(Construction of Tramways, Street Widening and Improvements and other Works in the borough of Hove, in the county of Sussex; Purchase of Lands; Generation of Electricity; Power to use Electrical or other Mechanical Power, to break-up Streets, and to take Tolls, Rates and Charges; Borrowing of Money and Application of Funds; Motor Omnibuses; Conduits for Telephone Wires; Bye-laws; 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 Mayor, Aldermen, and Burgesses of the borough of Hove (hereinafter called "the Corporation") for leave to bring in a Bill for effecting the

objects or some of the objects following (that is to say):—

1. To authorize the Corporation to construct and maintain the street tramways and improvements hereinafter described, or some or one of them or some part or parts thereof respectively, all in the county of Sussex, 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, wires, and conveniences, works, and conveniences connected therewith respectively

Where in the description of any of the proposed 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, 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.

2. The tramways proposed to be authorized by the Bill are as follows:—

Tramway No. 1, wholly situate in the county borough and parish of Brighton, commencing in Goldsmid-road at or about its junction with Vernon-terrace, and terminating in Goldsmid-road at the boundary between the boroughs of Brighton and Hove.

Tramway No. 2, wholly situate in the borough and parish of Hove, commencing by a junction with Tramway No. 1 at its termination, passing along Davigdor-road and Holland-road, and terminating in Church-road by a junction with Tramway No. 3 at its commencement.

Tramway No. 3, wholly situate in the borough of Hove, commencing in the parish of Hove in Church-road by a junction with Tramway No. 2 at its termination at or about the eastern end of Church-road, passing along Church-road and New Church-road, and terminating in New Church-road in the parish of Aldrington by a junction with Tramway No. 7 at its commencement.

Tramway No. 4, wholly situate in the borough and parish of Hove, commencing in Western-road at the eastern boundary of the borough passing along Western-road and Holland-road, and terminating in Church-road by a junction with Tramway No. 3 at its commencement.

Tramway No. 5, wholly situate in the borough and parish of Hove, commencing in Goldstone Villas at or about the junction of Goldstone Villas and Station Approach, passing along Goldstone Villas, Blatchington-road and Ventnor Villas, and terminating in Church-road by a junction with Tramway No. 3 at or about the southern end of Ventnor Villas.

Tramway No. 6, wholly situate in the borough and parish of Hove, commencing in Ventnor-villas by a junction with Tramway No. 5 at a point 7 yards or thereabouts north of the north side of Church-road and terminating in Church-road by a junction with Tramway No. 3 at a point 11 yards or thereabouts west of the west side of Ventnor-villas.

Tramway No. 7, wholly situate in the borough of Hove, commencing in New Church-road, in the parish of Aldrington, by a junction with Tramway No. 3 at its termination passing along Station-road and Portland-road, and terminating in Portland-road in the parish of

Aldrington, at or about the junction of Portland-road and Glebe-villas.

Tramway No. 8, wholly situate in the borough of Hove, commencing in New Church-road in the parish of Aldrington by a junction with Tramway No. 3 at its termination and terminating in Station-road in the parish of Aldrington, at a point 13 yards or thereabouts north of the north side of Shoreham-road.

Tramway No. 9, wholly situate in the borough of Hove, commencing in Station-road in the parish of Aldrington, by a junction with Tramway No. 7, at a point 8 yards or thereabouts north of the north side of New Church-road and terminating in Station-road, in the parish of Aldrington, by a junction with Tramway No. 8, at a point 6 yards or thereabouts south of the south side of New Church-road.

3. Those parts of the tramways hereinbefore described under the number 3 which are intended to be constructed along Church-road, will not be so laid between the following points, viz., St. Anbys and Connaught-road, until Church-road has been widened between these points pursuant to the power conferred upon the Corporation by the Hove Corporation, Church-road Widening Provisional Order, 1900.

4. The whole of the tramways will be through-out constructed as double lines, except in the following places where they will be constructed as single lines, namely:—

Tramway No. 7.—Station-road, for a length of 321 yards, between New Church-road and Portland-road; and Portland-road for a length of 270 yards between Worcester-villas and Glebe-villas.

Tramway No. 8.—Station-road, for a length of 341 yards, between New Church-road and the termination of the tramway.

Tramway No. 9.—Station-road throughout its entire length.

5. 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 Goldsmid-road, on both sides thereof, between the commencement of the tramway and a point 73 yards from its commencement.

Tramway No. 4.—In Western-road, on the north side thereof, between the commencement of the tramway to the junction of Brunswick-place and Western-road, and from the junction of Farm-road and Western-road and a point 23 yards from Holland-road.

Tramway No. 5.—In Ventnor-villas, on both sides thereof, between Blatchington-road and Church-road.

Tramway No. 8.—In Station-road on the east side thereof from a point 88 yards north from Seaford-road and the junction of Seaford-road and Station-road.

6. To authorize the Corporation, in connection with the intended tramways, to make and maintain the street work, widening, and improvement hereinafter described, in the parish and borough of Hove (that is to say):—

A widening of the carriage-way of Western-road on the north side thereof commencing at the eastern boundary of the borough and terminating at the east side of Holland-road.

7. The power intended to be used for moving carriages or trucks on the intended tramways

will be animal, electrical, cable, or steam power (other than locomotive power), compressed air, or gas or oil motors.

8. The intended tramways will be constructed on the gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on a railway. It is intended to exempt the Corporation from the provisions of the Tramways Act, 1870, limiting the overhang of carriages.

9. To empower the Corporation to place and run carriages on and to work any of such tramways, and to provide stables, car-sheds, workshops, buildings, carriages, trucks, harness, engines, machinery, apparatus, horses, steam, cable, electrical, and other plant, appliances, and conveniences for that purpose, and to sell, exchange, or dispose of the same.

10. To empower the Corporation to demand, take, and recover tolls, rates, and charges for the use of the intended tramways, and any other tramways belonging or in lease to, or on which they have running powers, 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.

11. To empower the Corporation to make from time to time such crossings, passing places, turnouts, sidings, junctions, and other works in addition to those 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, or for providing access to any stables or carriage sheds or works.

12. To empower the Corporation 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 parish or any of them, and 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.

13. 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 intended tramways or forming connections with any generating stations, engines, machinery, or apparatus.

14. To empower the Corporation to hold, acquire, and use patent and other rights or licenses relative to motive power or otherwise.

15. To empower the Corporation to provide for the lighting by electricity or otherwise of their carriages, stables, car sheds, workshops, stations, and other buildings and places and cars and motors used in connection with their tramways.

16. To empower the Corporation to substitute single or interlacing for double lines, and double or interlacing for single lines, and double or single lines for interlacing lines.

17. To empower the Corporation to use omnibuses or motor cars in connection with the

intended tramways or when the running of carriages thereon is impracticable.

18. To empower the Corporation when any road in which a tramway is to be laid is altered or widened to reconstruct such tramway in such position as they think fit.

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

20. To empower the Corporation to enter into and carry into effect agreements with any local authority, company, body, or person, for the supply of electric energy for any purpose to the Corporation.

21. To make provision for the use and disposal by the Corporation of any paving or road materials extracted by the Corporation in the construction of the intended tramways or the exercise of the powers of the Bill.

22. To incorporate in the Bill, and to confer upon the Corporation in connection with the said intended tramways, 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, re-instatement and repair of streets and roads to gas and water companies, and sewers to the use by the promoters of flange-wheeled carriages on the tramways, &c., to bye-laws and to offences but to exempt the Corporation from or amend in their application to the Corporation and the intended tramways where situate wholly or partly without the borough of Hove the provisions with respect to purchase of tramways of the said Act of 1870 and especially of section 43 of that Act.

23. To make special provision for the prevention of damage to the intended tramways, or any works connected therewith.

24. To empower the Corporation upon the lands and premises hereinafter mentioned in the parish of Aldrington in the borough of Hove, in the county of Sussex, or upon any part of such lands and premises to erect, maintain, work, and use a station or stations for generating, transforming, transmitting and distributing electrical energy with all necessary dynamos or batteries, accumulators, engines, plant, machinery, car-sheds, workshops, transforming stations, depôt, works, and conveniences, and to generate, transform, transmit, and distribute energy.

The following is a description of the lands hereinbefore referred to (that is to say):—

Certain lands containing 4.727 acres or thereabouts being the enclosure numbered 9 on the $\frac{1}{2500}$ Ordnance Map (Sussex East Sheet LXV, 7, and Sheet LXV, 8, 2nd Edition, 1898), situate in the parish of Aldrington and borough of Hove, and on the north side of Portland-road and bounded on the north side by the Portsmouth branch of the London, Brighton, and South Coast Railway; on the south side by Portland-road and the road leading from the junction of Portland-road and Glebe-villas to Old Shoreham-road; on the east by an enclosure and buildings; and on the west by Portslade Railway Station yard.

25. To authorize the Corporation, in the construction of the street improvements proposed to be authorized by the Bill, to deviate laterally from the lines or vertically from the levels of the said works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the Bill.

26. To empower the Corporation to make and maintain junctions and communications with any roads or streets interfered with by or contiguous to any of the street improvements proposed to be authorized.

27. To empower the Board of Trade to authorize 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.

28. To empower the Corporation to open and break up, for any of the purposes of the Bill, the surface of, and to cross, alter, divert, stop up, and otherwise interfere with streets, roads, highways, footpaths, rivers, streams, water-courses, railways, tramways, bridges, canals, sewers, drains, pipes, wires, tubes, and other apparatus within the parishes mentioned in this Notice.

29. To enable the Corporation to appropriate and use lands belonging to them for any of the purposes of the Bill.

30. To empower the Corporation to retain and hold lands and other hereditaments or interests, easements, rights, or privileges in, over, or affecting the same, notwithstanding anything in the Lands Clauses Consolidation Act, 1845, and to sell and dispose of, or let on lease, or exchange any such lands, houses, and property, and the Bill will, or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any easement, right, or privilege in, over, or affecting which the Corporation may purchase, acquire, or take.

31. To authorize the purchase of so much only of any house, building, manufactory, or property, as may be required for the purposes of the Bill, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845, and to empower the Corporation to acquire easements only in, over, or affecting lands without purchasing such lands.

32. To empower the Corporation to provide and run motor omnibuses or omnibuses moved by animal or mechanical power within and beyond the borough and to demand and take fares, tolls, and charges in respect thereof; and to empower them to make bye-laws for regulating the travelling in or upon any motor omnibuses.

33. To enable the Corporation on the one hand and any local authority, company, or person with regard to any tramways in the borough and any tramways (including in that word any light railway) in any adjacent districts which can be worked with any of the Corporation tramways on the other hand from time to time to enter into and carry into effect contracts and agreements with respect to the construction, purchase, sale, lease, working, use, management, and maintenance by the contracting parties of all or any of their respective 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.

34. To authorize the Corporation to borrow money for laying down, making and maintaining conduits of such form, dimensions, and material in any streets within the borough as they may from time to time think fit, and to borrow money and apply funds for that purpose.

35. To require any company or companies or other bodies or persons supplying or hereafter supplying or providing within the borough telephonic communication not to lay telephonic wires in or under streets in which conduits are placed and ready for reception of such wires and to make use of such conduits for the reception of telephonic wires hereafter laid or placed by them on such terms and conditions as may be prescribed in the Bill, and to authorize the Corporation to make charges in respect of the uses of such conduits.

36. To provide for the recovery of any sums of money due by way of rent or otherwise to the Corporation from any company, society, corporation, or person making use of any underground conduit, and to provide for fixing the amount to be paid by arbitration or reference in case of dispute, and to regulate or prescribe the payments to be made and the mode of ascertaining and settling the same.

37. To authorize the Corporation to make bye-laws and regulations as to the use of conduits and the communications therewith, and for the control and regulation of persons resorting thereto, and to enforce the same by penalties and otherwise.

38. To authorize the Corporation for the purposes of the works proposed to be authorized by the Bill, and for all or any of the purposes of the Bill to apply their funds, rates, and revenues, and any moneys which they are authorized to raise, or which may be payable to them under the Bill or otherwise, and to make and levy additional and to alter existing rates and charges, and to confer exemptions from the payment of rates and charges, and to borrow or raise money on the security of any such funds rates, or revenues, or of any property of the Corporation by mortgages, debentures, or debenture stock, or in such other manner as the Bill may prescribe for such purposes.

39. 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.

40. To amend, extend, alter, or repeal the provisions, or some of the provisions, of the several local and personal Acts and Orders following, or some of them (that is to say):—The Hove Commissioners Acts, 1873 and 1877; the Local Government Boards Provisional Orders Confirmation Acts, 1880 and 1883 (in so far as they relate to the borough or parts thereof); the Brighton District Tramways Act, 1882, and any other Act or Acts, Order, or Orders relating to the Corporation or the borough.

41. To incorporate with or without amendment, or to render inapplicable all or some of the provisions of the following Acts:—The Municipal Corporations Act, 1882, the Public Health Acts, the Local Loans Act, 1875, the Lands Clauses Acts, the Tramway Act, 1870, the Electric Lighting Acts, 1882 and 1888, the Electric Lighting (Clauses) Act, 1899, the Arbitration Act, 1889, the Light Railways Act, 1890, and all Acts amending those Acts respectively.

42. And Notice is hereby also given that on or

before the 29th day of November instant, plans and sections of the before-mentioned works proposed to be authorized by the Bill showing the lines and levels thereof, the plans showing also the lands intended to be taken compulsorily, and the streets or roads intended to be used as aforesaid 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 Sussex at his office at Lewes, in that county; and that on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to any of the undermentioned areas in or through which any of such works will be made, or in which any lands intended to be taken or used compulsorily are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the officer respectively mentioned in connection therewith (that is to say):—

In the case of the county borough of Brighton with the Town Clerk thereof, at his office.

In the case of the borough of Hove, with the Town Clerk thereof, at his office.

43. Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 19th day of November, 1902.

H. ENDACOTT, Town Clerk, Hove;
FITZHUGH, WOOLLEY, BAINES and WOOLLEY, 3, Pavilion Parade, Brighton;
Solicitors.

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

In Parliament.—Session 1903.

SOUTH STAFFORDSHIRE TRAMWAYS.

(Powers to South Staffordshire Tramways (Lessee) Company Limited to Construct Tramways in Tipton Urban District; Use of Electrical Power on Intended and Existing Tramways; Variation of Powers of Purchase and Leasing by Local Authorities, and Agreements with respect thereto and to other matters; Running Powers over Tramways in Handsworth and Walsall; Agreements for Supply of Electrical Power; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the South Staffordshire Tramways (Lessee) Company Limited (hereinafter called "the Company"), for an Act for all or some of the following and other purposes (that is to say):—

1. To empower the Company to make, form, lay down, maintain, work, and use in the urban district of Tipton, in the county of Stafford, the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting rooms, stations, sheds, buildings, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, commencing in Great Bridge-street by a junction with the existing tramways at a point 87 yards or thereabouts east of the eastern end of Lumerick-passag-, passing thence into and along New-road and Tollend-road, and into and terminating in Lea Brook-road by a junction with the existing tramways at a point

47 yards or thereabouts north-east of the junction of Ocker Hill-road with the said Tollend-road.

Tramway No. 1a, commencing in New-road by a junction with Tramway No. 1 at a point opposite the eastern end of Limerick-passage, passing thence into and terminating in Great Bridge-street by a junction with the existing tramways at a point 96 yards or thereabouts north-east of Mill-street.

Tramway No. 1b, commencing in Tollend-road by a junction with Tramway No. 1 at a point opposite the southern side of Ocker Hill-road, passing thence into and terminating in New-road by a junction with the existing tramways at a point 24 yards or thereabouts north-west of the junction of Tollend-road with Ocker Hill-road.

It is proposed to lay the said Tramway No. 1 so that 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 at the following places, viz. :—

(a) In New-road—

Between points respectively situate 10 yards and 36 yards or thereabouts north-west of Limerick-passage.

(b) In Tollend-road—

(1) From a point 18 yards or thereabouts north of Harrold-street to a point 50 yards or thereabouts south of Bridge-road.

(2) Between points respectively situate 22 yards and 114 yards or thereabouts north of the junction of Bridge-road with Tollend-road.

(3) Between points respectively situate 53 yards or thereabouts south and 83 yards or thereabouts north of the junction of Spring-street with Tollend-road.

The intended tramways will be constructed to a gauge of 3 feet 6 inches, and it is not intended to run over any of the said tramways carriages or trucks adapted for use upon railways.

2. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works, in addition to those specified herein, as may be necessary or convenient for the efficient working of the proposed tramways or any tramways belonging or leased to, or worked, used, or run over, by the Company or otherwise, in the interests of the Company, or for facilitating the passage of traffic along the streets or roads, or for providing access to any stables or carriage houses, engine houses, generating stations, stationary engines, works, or buildings of the Company.

3. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on the proposed tramways or any of the tramways belonging or leased to or worked, used, or run over by the Company.

4. To authorize the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines, or double lines for single lines, or

interlacing lines for double or single lines, altering or reinstating the proposed tramways and works, or any tramways belonging or leased to or worked, used, or run over by the Company, or substituting others in their place, or for other the purposes of the intended Act.

5. To empower the Company to work the intended tramways, and also the tramways constructed under the powers of the Staffordshire Tramways Order, 1879; the Staffordshire Tramways (Additional Powers) Order, 1880; the Staffordshire Tramways (Extension Order), 1882; the Wednesbury and West Bromwich Tramways Order, 1881; the South Staffordshire Tramways Order, 1881; the Walsall and District Tramways Order, 1880; the Walsall and District Tramways Order, 1882; the Walsall and District Tramways Order, 1884; the Dudley and Tipton Tramways Order, 1881; the South Staffordshire and Birmingham District Steam Tramways Order, 1886; the South Staffordshire Tramways Act, 1889; and the South Staffordshire Tramways Act, 1894; and any other tramways belonging or leased to or run over, worked, or used by the Company (hereinafter referred to as "the existing tramways") or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at and applied from stations or otherwise, or other mechanical power, or partly by one such power and partly by another such 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 intended Act, and to relieve the Company from any obligations or restrictions to which they may be subject under or by virtue of the said Acts and Orders, or any of them, or under the South Staffordshire Tramways Act, 1900, with respect to the working of the existing tramways by electrical or mechanical power, or the adapting of the same for that purpose, and so far as may be necessary or expedient to alter, amend, extend, or repeal all or some of the provisions of the South Staffordshire Tramways Act, 1900, and any other Act or Order relating to or regulating the use of electrical or mechanical power on any of the existing tramways, or of the schedules to any such Act or Order.

6. To empower the Company for the purposes aforesaid or any of them to enter upon, open the surface of, and to lay down on, in, under, or over, along, or across the surface of any footpath, street, road, place, railway, canal, or bridge such posts, standards, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, standards, 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 proposed or existing tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company for the purpose of working the said proposed or existing tramways and of the intended Act to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

7. To empower the Company to reconstruct or to make such alterations of 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 necessary or expedient for adapting the same, to be worked by such electrical or other mechanical power as aforesaid.

8. To authorize the Company to levy tolls and charges for the use of the said proposed or existing tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

9. To reserve to the Company the exclusive right of using on the proposed tramways engines and carriages having flange wheels, or wheels specially or particularly adapted to run on a grooved rail.

10. To alter, amend, or repeal all or some of the provisions of the Acts and Orders hereinbefore referred to, conferring upon any Local Authority as defined by the Tramways Act, 1870, any powers of purchasing any of the proposed or existing tramways, and to provide that, notwithstanding anything in section 43 of the Tramways Act, 1870, or in the said Orders, the powers of any such Local Authority for purchasing the portions of the said tramways within the district of such Local Authority shall not be exercised until such time or times, and upon such terms and conditions, and in such manner as may have been or may be agreed upon between the Company and such Local Authority, or may be prescribed or authorized by the intended Act.

11. To authorize the use upon any of the tramways of engines and carriages extending beyond the outer edge of the wheels for a greater distance than that prescribed by the before-mentioned Acts or Orders, or any of them, or by section 34 of the Tramways Act, 1870, or exceeding the width authorized by such Acts or Orders respectively.

12. To authorize and require the Corporation of the borough of Wednesbury, if and when and so soon as they have purchased any of the existing tramways of the Company situate in that borough, to lease the same to the Company, or (if thought fit) to empower the Company to run over and use the same, notwithstanding the purchase thereof by the said Corporation, and in either case on such terms and conditions as may be agreed upon, or failing agreement, as may be defined or prescribed or provided for by the intended Act.

13. To empower the Company to run over and use with their engines, cars, trucks, and other vehicles, and for the purposes of traffic of every description, any tramways in the boroughs of Handsworth and Walsall, or such parts thereof as may be defined in the intended Act, upon such terms and conditions as may be agreed upon between the Corporations of the said boroughs respectively and the Company, or be prescribed or provided for by or under the provisions of the intended Act, and to use for that purpose all buildings, posts, conductors, wires, tubes, pipes, apparatus, electrical equipment, and conveniences connected with the working of the said tramways by electrical power.

14. To empower the Company 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 power to and by the Company by and

to such Local Authority, company, body, or person.

15. To empower the Company and the other Companies parties to the hereinafter-mentioned agreements, and the Local Authority of any district within which any of the proposed or existing tramways are situate, or any of them, to enter into and carry into effect agreements with respect to all or any of the matters hereinbefore referred to, 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 in particular to confirm or give effect to, with or without modification or alteration, all or some of the agreements following (that is to say):—

An Agreement, dated the 27th September, 1900, between the Urban District Council of Darlaston, the South Staffordshire Tramways Company, and the Company.

An Agreement, dated 31st December, 1900, between the Corporation of the county borough of West Bromwich, the British Electric Traction Company Limited, and the Company.

An Agreement, dated the 3rd April, 1902, between the Urban District Council of Tipton, the Company, the Birmingham and Midland Tramways Limited, and the British Electric Traction Company Limited.

16. To authorize and empower the Local Authority of any district in which the intended or any of the proposed or existing tramways are situate, to enter into and carry into effect agreements with respect to the postponement of the date of purchase of the tramways in their district and the variation of the terms and conditions of purchase, and to authorize any such Local Authority, notwithstanding anything contained in the Tramways Act, 1870, to grant leases of such tramways for periods exceeding 21 years.

17. 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 Act, and to confer other rights and privileges.

18. The intended Act will incorporate the whole or some of the provisions of the Lands Clauses Acts and the Tramways Act, 1870, with such alterations or amendments as hereinbefore mentioned or otherwise as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned, and will alter, amend, extend, or repeal all or some of the provisions of the Acts and Orders hereinbefore mentioned or referred to.

19. And notice is hereby given that, on or before the 29th day of November instant, plans and sections of the intended tramways and works, and plans of the lands to be acquired compulsorily, 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 Stafford, at his office at Stafford, and with the Clerk to the Urban District Council of Tipton, at his office.

20. On or before the 20th 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 14th day of November, 1902.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

NORTH EASTERN RAILWAY.

(Additional Powers with reference to New and Existing Railways, Roads, Footpaths, and other Works and Lands in the Counties of Northumberland, Durham, York (North, West, and East Ridings) and in the Cities of Newcastle-upon-Tyne, Kingston-upon-Hull, and York; Abandonment of Portions of Existing Railways; Agreements with Local Authorities; Provisions as to Rates, Private Street Works, Superfluous Land, &c.; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

[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.]

To empower the Company to make and maintain the new railways, widenings, deviations, and alterations of railways and other works hereinafter described, with all requisite stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):—

In the county of Northumberland:—

A railway, No. 1, situate in the parish of Bedlington, in the urban district of Bedlingtonshire, commencing by a junction with the Morpeth branch of the Company's Blyth and Tyne Railway at a point about 1,000 yards west of Bedlington Station, and terminating by a junction with the Company's Newbiggin branch at a point about 730 yards north of Bedlington Station, and in connection therewith to make an alteration and deviation of the Company's said Morpeth branch, between points about 350 yards and 1,070 yards west of Bedlington Station.

In the county of Durham:—

A railway, No. 2, situate in the parish and county borough of Gateshead, being a deviation of the Company's Dunstan Extension Railway, from a point on that railway about 45 yards north of the bridge carrying the road over the railway at Low Fell Station to a point about 380 yards south of the bridge carrying the railway over Workhouse-lane, near High Team, and in connection therewith to alter and divert the public footpath from where it passes under the Company's Team Valley Railway, about 800 yards north of Low Fell Station, to a point on the road about 200 yards south of High Team Forge.

In the North Riding of the county of York:—

A railway, No. 3, situate in the parish of Romanby and the parish and urban district of Northallerton, commencing by a junction with the Company's Leeds and Stockton Railway at a point about 30 yards north of the Romanby Gates signal box, and terminating by a junction with the Company's York and Newcastle Railway at a point about 130 yards north of Zetland-bridge. And to empower the Company to alter the levels of their Northallerton and Hawes railway between Castle Hills inner junction signal box and the bridge which carries the said railway and the York and Newcastle Railway over the Company's Leeds and Stockton Railway.

A railway, No. 4, situate in the parish and urban district of Northallerton, commencing by a junction with the Company's Leeds and

Stockton Railway at a point about 10 yards north of Springwell-lane level crossing, and terminating by a junction with the Company's York and Newcastle Railway at or near Zetland Bridge.

A railway, No. 5, situate in the parishes of South Otterington and Newby Wiske, in the rural district of Thirsk, commencing by a junction with the Company's Leeds and Stockton Railway, at a point about 30 yards north of Newby Wiske signal box and terminating by a junction with the proposed railways, Nos. 6 and 7 at the eastern end of the field No. 183, on the $\frac{1}{2500}$ Ordnance Map, 1893 Edition for the parish of South Otterington.

A railway, No. 6, situate in the parish of Thornton le Moor, in the rural district of Thirsk and in the parish of South Otterington, commencing by a junction with the Company's York and Newcastle Railway at the north end of Otterington Station, and terminating by a junction with the proposed railways, Nos. 5 and 7 at the eastern end of the field No. 183, on the $\frac{1}{2500}$ Ordnance Map, 1893 Edition, for the parish of South Otterington.

A railway, No. 7, situate in the parish of South Otterington, and the parish of Thornton-le-Moor in the rural district of Thirsk commencing by a junction with the Company's York and Newcastle Railway, about 60 yards north of the north end of Otterington Station, and terminating by a junction with the proposed railways Nos. 5 and 6 at the eastern end of field No. 183, on the $\frac{1}{2500}$ Ordnance Map, 1893 Edition, for the parish of South Otterington.

In the West Riding of the county of York:—

A railway, No. 8, situate in the parish and urban district of Castleford, and in the parish of Ferry Fryston, commencing by a junction with the Company's Leeds, Castleford and Pontefract Railway at a point thereon about 20 yards south of the viaduct carrying that railway over the River Aire, and terminating by a junction with the Company's York and Northampton Railway at a point thereon about 190 yards east of Skew Bridge.

A railway, No. 9, situate in the parishes of Thorpe Willoughby, Brayton, Burn, Barlow, Cablesforth, Long Drax, Drax, Rawcliffe, and Airmyn, and in the parish of Newland, in the rural district of Selby, commencing by a junction with the Company's Leeds and Selby Railway, at a point thereon about 50 yards east of Thorpe Gates level crossing at Thorpe Willoughby, and terminating by a junction with Railway No. 1, authorized by the Lancashire and Yorkshire Railway (Various Powers) Act, 1902, at a point about 100 yards north of the north east angle of the buildings of Oaks Hill Farm.

A railway, No. 10, situate in the parishes of Brayton and Burn, commencing by a junction with the Company's York and Doncaster Railway at a point thereon about 170 yards south of the Brayton-lane level crossing, and terminating by a junction with Railway No. 9 at a point in the fence between fields Nos. 315 and 316 on the $\frac{1}{2500}$ Ordnance Map 1892 Edition for the parish of Burn distant about 40 yards from the north-east end of the said fence.

A railway, No. 11, situate in the parish and urban district of Selby commencing by a junction with the Company's Selby loop line at a point near and to the west of the buffer stop at the east end of the siding on the south side of that loop line and terminating by a junction with the Company's York and Don-

caster Railway at a point about 100 yards south of the mile post on that railway indicating half a mile from Selby Station.

A railway No. 12, situate in the parish of Airmyu and in the parish and urban district of Goole, commencing by a junction with the Railway No. 1, authorized by the Lancashire and Yorkshire Railway (Various Powers) Act 1902, at a point about 100 yards north of the north-east angle of the buildings of Oaks Hill Farm and terminating by a junction with the Company's Hull and Doncaster Railway, at a point about 380 yards north-east of Potter Grange Signal Box.

A railway No. 13, situate in the parish of Airmyu and parish and urban district of Goole, commencing by a junction with the Railway No. 1, authorized by the Lancashire and Yorkshire Railway (Various Powers) Act 1902, at a point about 100 yards north of the north-east angle of the buildings of Oaks Hill Farm and terminating by a junction with the Company's connecting line between the Lancashire and Yorkshire Railway Company's Wakefield, Pontefract, and Goole Railway, and the Company's Hull and Doncaster Railway at a point thereon about 600 yards from Goole Junction.

And in connection with the intended Railways Nos. 9 and 10 to make provision with reference to the warping and improvement of any lands adjoining or near to the same which are below the high-water level of the River Aire by means of the waters of the said river. And for that purpose to empower the Company to make and maintain an opening or openings with all necessary sluices and gates, and other works and conveniences in the banks of the said river. And to authorize agreements between the Company and the riparian owners and all other persons having an interest in the said river, and the owners, lessees, and occupiers of any lands capable of being warped and improved as aforesaid with reference to the exercise of the powers of the intended Act relating thereto, and the terms upon which the lands of any such owner, lessee, or occupier may be warped and improved as aforesaid, and generally with reference thereto, and, if thought fit, to confirm or give effect to any such agreement or agreements made before the passing of the intended Act.

In the city and county borough of Kingston-upon-Hull, in the East Riding of the county of York:—

A railway, No. 14, situate in the parish of Sculcoates, being in substitution for a portion of the Company's Victoria Dock railway, commencing at a point on that railway about 30 yards west of the bridge carrying that railway over the Beverley and Barnston drain, and passing over the River Hull, and terminating at a point on the said railway about 40 yards west of the signal box at the Company's Wilmington junction.

To empower the Company to abandon and discontinue the use of the following portions of their railways (that is to say):—

So much of their said Morpeth branch as will be rendered unnecessary by the proposed alteration and deviation thereof.

So much of their Northallerton and Hawes Railway as lies between the Castle Hills Inner Junction Signal Box and the junction of that railway with the Company's York and Newcastle Railway at Castle Hills Signal Box.

So much of their Victoria Dock Railway as will be rendered unnecessary by the construction of the proposed Railway No. 14.

And to hold, sell, or dispose of, and use, and apply to the purposes of their Undertaking the site and soil of any part of the portions of railways so proposed to be abandoned.

To empower the Company to execute the following works and exercise the following powers (that is to say):—

In the city and county borough of Newcastle-upon-Tyne, in the county of Northumberland.

To make a new road, commencing in the parish of St. Nicholas and parish or parochial chapelry of St. John at a point in Forth Banks opposite its junction with Forth-street, and terminating in the parish of Westgate by a junction with the public street at the south-west corner of the Royal Infirmary grounds; and to stop up the portion of the public road called Forth Banks from the bridge where it passes under the Company's Newcastle and Carlisle railway to its junction with the road along the north side of the Royal Infirmary.

In the county of Durham:—

To make a new footpath in the parish of Evenwood and Barony, on the north side of and adjoining the Company's Barnard Castle and Bishop Auckland Railway, from where the public road called Gordon-lane passes under that railway to a point about 230 yards east of that road, with power to stop up the existing footpath level crossing over the said railway at the east end of the proposed new footpath at Station-row.

To empower the Company to stop up and discontinue, in the parish of Stranton, in the rural district of Hartlepool, the existing level crossing for foot passengers over the Company's Stockton and Hartlepool railway at Tofts Farm, and to carry the same over the said railway by a bridge.

In the city and county borough of Kingston-upon-Hull, in the East Riding of the county of York:—

To stop up and discontinue in the parish of Holy Trinity and St. Mary, so much of the footpath over the William Wright Dock entrance as is situate between the southern end of Strickland-street Bridge and the Humber Bank-footpath.

To erect and maintain gates in the parish of Sculcoates at the entrances to their Victoria Dock premises and timber yards at the following points:—

Across South Bridge-road, at or near its western end east of its junction with Tower-street.

Across the footpath to the north of Earles Shipbuilding Yard, at or near the south-west corner of No. 2 Timber-pond.

Across Citadel-street near its northern end and to the south of its junction with De La Pole-street.

Across the footways on the north and south sides of the Drypool Basin, at or near the outer lock pit.

And to empower the Company to close the said gates, and to make and enforce regulations with reference to, or to prohibit the passing of traffic between and through the same or any of them at and during such hours of the day or night as may be prescribed or authorized by the intended Act.

To authorize the Company to purchase and take, by compulsion or agreement, and to hold lands (in which term as used in this Notice houses and buildings are included) or any

estates or interests in or easements in, over, or under lands situate in the before-mentioned parishes and other places, for the purposes of the works hereinbefore mentioned, and for other purposes of the intended Act, and also to authorize the Company to purchase and take, by compulsion or agreement, and to hold for the purpose of extending their works and providing additional accommodation for their traffic and for the general purposes of their Undertaking, the lands following, or some of them, or any estates or interests in, or easements in, over, or under the same (that is to say):—

In the county of Northumberland:—

Certain lands in the parish of Benwell and urban district of Benwell and Fenham situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway at Elswick Station.

Certain lands in the parish of Benwell and urban district of Benwell and Fenham situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway between the bridge carrying that railway over the Scotswood-road at Paradise Cement Works and the road at Old Delaval Colliery.

Certain lands in the parish of Corbridge situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway, at Corbridge Station.

In the county of Durham:—

Certain lands in the parish and county borough of Gateshead, situate on the south side of and adjoining the Company's Newcastle and Sunderland Railway, between Southey-street and Hylton-street, and in connection therewith to empower the Company to alter the bridge and approaches carrying St. James-road over that railway.

Certain lands in the parish and county borough of Gateshead, situate on the west side of and adjoining the Company's Team Valley Railway opposite the Gateshead Workhouse, and in connection therewith to empower the Company to extend the bridge carrying that railway over Workhouse-lane.

Certain lands in the parish of Winlaton, and urban district of Blaydon, situate on the south side of the Company's Newcastle and Carlisle Railway and adjoining the sidings west of Blaydon Station.

Certain lands in the parish and county borough of Sunderland situate on the east side of and adjoining the Company's Newcastle and Sunderland Railway, and lying between that railway and Back North Bridge-street at Monkwearmouth Station.

Certain lands in the parish and urban district of Tanfield forming the site of so much of the Company's Tanfield Branch Railway as is situate between a point about 300 yards south-west of where the public road from Tanfield to Shield-row crosses that railway and a point about 200 yards north-east of that road at East Tanfield Colliery.

Certain lands in the parish of Billingham situate on the east side of and adjoining the Company's Haverton-hill to Billingham Beck Railway, and on the south side of and adjoining the public road connecting Haverton-hill and Billingham, and to empower the Company to construct an additional arch under the said public road on the east side of the existing arch which carries the said road over the said railway.

Certain lands in the parish of Norton, situate on the south side of and adjoining the Company's Stockton and Hartlepool Railway between Billingham Beck and the Mill Race.

In the North Riding of the county of York:—

Certain lands in the parish and county borough of Middlesbrough and in the parish and urban district of Ormesby adjoining and situate between Cargo Fleet-road, the Cleveland Chemical Works, the Tees Side Bridge and Engineering Works, Langbaugh-place, the Company's Cargo Fleet Timber Yard and the property on the north side of Telford-street.

Certain lands in the parish and borough of Thornaby-on-Tees and the parish of Linthorpe, situate on the north side of and adjoining the Company's Darlington and Saltburn Railway between Thornaby Iron Works and the Old River, and also on the south side of and adjoining the said railway between Thornaby Station sidings and Oswald-terrace.

Certain lands in the parishes of North Otterington, in the rural district of Northallerton, and in the parishes of South Otterington, and Romanby, situate partly between the Company's Leeds and Stockton and York and Newcastle Railways, partly adjoining and on the east side of the latter railway, and partly adjoining and on the west side of the former railway, and extending from and including the Otterington Hall Estate to the Company's lands in the fork between the aforesaid railways, and in connection therewith to stop up, in the parish of North Otterington, in the rural district of Northallerton, the bridle road, from the point where it crosses on the level the Company's York and Newcastle Railway, about 130 yards south of the twenty-eighth mile post from York on that railway, to the point where it joins the Northallerton and Borough Bridge-road and in substitution thereof to make a new foot-path and bridle road commencing at the said level crossing and terminating by a junction with the said public road at a point about 630 yards south of the bridge carrying the Company's Leeds and Stockton Railway over that road.

Certain lands in the parish of Throxemby in the urban district of Scalby and the parish and borough of Scarborough, situate on the west side of and adjoining the Company's Scarborough and Whitby Railway, between Manor-road and Coldyhill Bridge, and on the east side of and adjoining that Railway between Hibernia-street and Manor-road, and between the Cemetery and Coldyhill Bridge.

In the West Riding of the county of York:—

Certain lands in the parishes of Hillam and Monk Fryston, situate on the west side of and adjoining the Company's York and Normanton railway, between Hillam gates and the public road leading from Leeds to Monk Fryston.

Certain lands in the parish and urban district of Horsforth, situate on the west side of and adjoining the Company's Leeds and Stockton railway at Horsforth station, extending from Station-road to a point about 510 yards northward from that road along the said railway.

Certain lands in the parish of Ulleskelf, situate on the west side of and adjoining the Company's York and Normanton railway, and extending from Ulleskelf station to about the $9\frac{1}{2}$ -mile post on that railway from York.

Certain lands in the parish of Kirk Fenton, situate on both sides of and adjoining the company's York and Normanton railway near Barkston Junction.

Certain lands in the parish of Bolton Percy, in the rural district of Tadcaster, situate on the south-east side of and adjoining the Company's

York and Normanton railway about 800 yards south of Bolton Percy station.

Certain lands in the parish of Sherburn, situate on both sides of and adjoining the Company's Sherburn Branch Railway between Green-lane and Gascoigne Wood Junction, and certain lands in the parishes of Sherburn and South Milford, situate on both sides of and adjoining the Company's Leeds and Selby Railway, between the western boundary of the Company's York and Normanton Railway and Gascoigne Wood Junction.

In the city and county borough of York, and in the West Riding of the county of York.

Certain lands in the parish of Dringhouses Without, situate on both sides of and adjoining the Company's York and Normanton Railway, being part of the Hobmoor brick works and fields.

In the East Riding of the county of York:—

Certain lands in the parish of Blacktoft, situate on the south side of and adjoining the Company's Hull and Doncaster Railway, between Staddlethorpe Station and Bellasize-lane, and certain lands in the parish of Bellasize, in the rural district of Howden, situate on the south side of and adjoining the Company's Hull and Selby Railway at Bennetland crossing.

Certain lands in the parish of Melton, in the rural district of Sculcoates, situate on the south side of and adjoining the Company's Hull and Selby Railway, extending from and for a distance of about 450 yards west of Plantation-bridge over the said railway.

Certain lands in the parish and urban district of Hessele, situate on the north side of and adjoining the Company's Hull and Selby Railway, numbered 43 on the $\frac{1}{2500}$ Ordnance Map, 1890 Edition, for that parish.

Certain lands in the parish of Goxhill, in the rural district of Skirlaugh, situate on the south-east side of and adjoining the Company's Hull and Hornsea Railway at Goxhill Station.

Certain lands in the parish of Sutton Without, situate on the south-east side of and adjoining the Company's Hull and Hornsea Railway at Sutton Station, and extending therefrom for a distance of about 500 yards in a north-easterly direction.

Certain lands in the parish of Ellerby, situate on the south-east side of and adjoining the Company's Hull and Hornsea Railway at the south end of Burton Constable Station sidings.

Certain lands in the parish and urban district of Great Driffield, situate on the north side of and adjoining the Company's Driffield Station sidings east of Wandsford-road.

Certain lands in the parish of Patrington, situate on the south side of and adjoining the Company's Hull and Withernsea Railway at Patrington Station.

Certain lands in the parish of Hollym situate on the south-east side of and adjoining the Company's Hull and Withernsea Railway near Hollym Gate cottages.

Certain lands in the parish of Keyingham situate on both sides of and adjoining the Company's Hull and Withernsea Railway at Keyingham Station.

Certain lands in the parish of Owthorne, in the rural district of Patrington and in the parish and urban district of Withernsea, situate on both sides of and adjoining the Company's Hull and Withernsea Railway between Withernsea Station and the seventeenth mile post from Hull on that railway.

In the city and county borough of Kingston-upon-Hull, in the East Riding of the county of York:—

Certain lands in the parish of Holy Trinity and St. Mary situate between Blackfriargate and Russell's-square, including the houses on the south side of Russell's-square.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish all rights of way over the railways of the Company and over the portions of the roads or footpaths proposed to be stopped up or diverted, or which will be rendered unnecessary by the intended works, and to vest the site and soil of such roads and footpaths, or portions thereof, in the Company, and to alter, vary, or extinguish all existing rights of way and other rights, privileges and exemptions in, over, or connected with any lands proposed to be purchased, taken, used or interfered with under the powers or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter or extinguish other rights, privileges and exemptions.

To authorize the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all highways and other roads, footpaths, rivers, streams, canals, navigations, railways, wagon-ways, tramways, bridges, and other works within or adjoining to the before-mentioned parishes or places so far as may be necessary or convenient for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and to provide that the Company shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road or public highway which shall be carried over any of the intended railways by a bridge or the immediate approaches thereto, except so far as the level of such road, highway, or approaches is permanently and prejudicially altered.

To authorize agreements between the Company on the one hand, and any authorities, bodies, or persons having the control or management of existing roads, streets, footpaths, or highways in the parishes in which any intended new or altered road, bridge, or footpath will be situate on the other hand, with respect to the construction, maintenance, and use of any such new or altered road, bridge, or footpath, and as to contributions by such authorities, bodies, and persons towards the cost of carrying out the same, and to empower such authorities, bodies, and persons to apply any funds or rates under their control to and to borrow money for any of the purposes aforesaid, and to confirm or give effect to any such agreement which may have been entered into prior to the passing of the intended Act.

To authorize 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 to such an extent as may be authorized by the intended Act, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845.

To empower the Company to levy tolls, rates, and charges in respect of the proposed railways and other works.

To make provision as to the maintenance of the roads, bridges, and footpaths proposed to be constructed or altered under the authority of the intended Act by and at the expense of the parties who are, for the time being, legally

liable for the repair and maintenance of the other highways in the parish or place in which any such road, bridge, or footpath is situate, or by or at the expense of such other parties as may be prescribed by the intended Act.

To provide that the Company shall, in respect of any lands acquired or used by them for the purposes of the intended railways, be entitled to be exempted from contribution to the cost of any works executed under the provisions of section 150 of the Public Health Act, 1875, in the same manner and to the same extent as they are by section 22 of the Private Street Works Act, 1892, exempted from contribution to the cost of works executed under the last-mentioned Act in districts in which that Act has been adopted or in such manner and to such extent as may be prescribed by the intended Act.

To extend the limits within which the powers and authorities of the Dockmaster at the Company's St. Andrews Dock at Kingston-upon-Hull may be exercised.

To extend the time for the sale by the Company of lands acquired by the Company which are not or eventually may not be required for the purposes of their Undertaking, and to confer upon the Company further powers with reference to the retention, sale or disposition of such lands, and, so far as may be necessary, to alter with reference thereto the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company to increase their capital, and to raise further sums of money for the purposes of the intended Act, or any other Act of the same Session, and for the general purposes of the Company by the creation and issue of new ordinary preference and debenture stocks, or any of them, and also to apply to such purposes any existing or authorized capital of the Company.

And it is proposed by the said intended Act to amend or repeal all or some of the provisions of the several Acts hereinbefore mentioned and of the local and personal Acts following, or some of them (that is to say):—

17 and 18 Vict., cap. 211, and all other Acts relating to the Company.

And notice is hereby further given, that on or before the 29th 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 for public inspection with the several Clerks of the Peace following (that is to say):—As regards the works and lands in the county of Northumberland, with the Clerk of the Peace for the said county, at his office at Newcastle-upon-Tyne. As regards the works in the city and county of Newcastle-upon-Tyne, with the Clerk of the Peace for that city and county, and with the Clerk of the Peace for the county of Northumberland at their respective offices at Newcastle-upon-Tyne. As regards the works and lands in the county of Durham, with the Clerk of the Peace for that county, at his office in the city of Durham. As regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding at his office at Northallerton. As regards the works and lands in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding at his office at Wakefield. As regards the lands partly in the city of York and partly in the West Riding of

the county of York, with the Clerk of the Peace for that city and county at his office at York, and with the Clerk of the Peace for the said North Riding at his office at Northallerton, and with the Clerk of the Peace for the said West Riding at his office at Wakefield. And as regards the works and lands in the East Riding of the county of York, with the Clerk of the Peace for the said East Riding at his office at Beverley. As regards the works and lands in the city and county of the city of Kingston-upon-Hull, with the Clerk of the Peace for the said city and county at his office at Kingston-upon-Hull, and with the Clerk of the Peace for the said East Riding at his office at Beverley.

And that copies of so much of the said plans, sections and books of reference as relate to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate, together with a copy of the said notice as published in the London Gazette, will on or before the said 29th day of November, be deposited as follows (that is to say):—

As relates to any county borough 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. And as relates to any parish comprised in a rural district and not having a Parish Council with the Clerk of the District Council of such rural district, at his office.

Any parish named in this Notice which is not also a county or other borough or urban district, or 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.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

A. KAYE BUTTERWORTH, York, Solicitor;
SHERWOOD and Co., 7, Great George-
street, Westminster, Parliamentary
Agents.

Board of Trade.—Session 1903.

CAMBRIDGE AND DISTRICT ELECTRIC LIGHTING. (PROVISIONAL ORDER.)

(Power to Cambridge Electric Supply Company Limited to produce, store, and supply Electricity for all public and private purposes within the Urban District of Chesterton, and a portion of the Rural District of Chesterton, in the County of Cambridge; Variation of Terms of Purchase by Cambridge Corporation of Undertaking of Company in Borough.)

NOTICE is hereby given, that the Cambridge Electric Supply Company Limited, whose registered offices are at Thompson's-lane, in the borough of Cambridge (hereinafter called "the Undertakers"), intend to apply to the Board of Trade, on or before the 20th 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 purposes (that is to say):—

To authorize the Undertakers to produce, store, supply, sell, transmit and distribute electricity for all public and private purposes, as defined by the said Acts, within the area hereinafter described and hereinafter called "the area of supply" (that is to say):—

The parish and urban district of Chesterton, in the county of Cambridge.

The parishes of Cherryhinton, Coton, Fen Ditton, Girton, Grantchester, Great Shelford, Histon, Impington, and Trumpington, all in the rural district of Chesterton, in the county of Cambridge.

To authorize 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.

To authorize the Undertakers to purchase, hold and acquire, or take on lease any lands or easements in lands which they may require for the purpose of the Order.

To authorize the Undertakers to construct, lay down, alter, renew and maintain, on lands belonging to or leased by the Undertakers, such central and other stations and other works for the generation, storage, supply, transmission and distribution of electricity and electric currents as may from time to time be necessary for supplying electricity within the area of supply or for other purposes of the Order, together with all engines, machinery, and apparatus necessary or convenient for the purposes aforesaid.

The following are the streets and roads, or portions of streets and roads, in which it is proposed that electric lines should be laid down within a specified time:—

Hills-road, from the Cambridge borough boundary southward to Hills-avenue.

Trumpington-road, from the said borough boundary to Chaucer-road.

Chaucer-road.

Chesterton-road from the said borough boundary eastwards to Bridge-road.

Cherryhinton-road from the said borough boundary to the end of Cavendish-avenue.

The names of the streets or roads not repairable by a local authority, and of the railways which the Undertakers propose to take power to break up, are as follows:—

(a) Streets:—

Canterbury-street, Arthur-street, Clare-street, Garden-walk, Montague-road, Pretoria-road, Kimberl-road, Aylestone-road, Lovers'-walk, Anderson's-road, Thrifts-walk, road at the back of Ferry-road, road at the back of Histon-road, road at the back of Huntingdon-road, new roads leading out of Halifax-road, Blinco-grove, Rathmore-road, Marshall-road, Hartington-grove, Hills-avenue, Natal-road, Mill-road, Cavendish-avenue, Cherryhinton-avenue, Neville-road, Newton-road, Bentley-road, Barrow-road, Chaucer-road, road from Trumpington-road to River Farm, road from Teversham to Cherryhinton, new street in Histon, Pigg's-lane, Ditton-path from the Globe Inn to Fen Ditton, new street in Grantchester, footbridge over river Cam at Jesus Green Lock.

(b) Railways:—

The Great Eastern Railway Company's level crossings at:—Histon Station, New-road, Mere Way, King's Hedges-road, Milton-road, Fen-road (Chesterton Junction), Low

Fen-drove-way, Ditton-lane, High-street, Cherryhinton, Mill-road, Granham's-road, Great Shelford Station.

To confer upon the Undertakers all or some of the powers of the Electric Lighting Acts, 1882 and 1888, and of the Electric Lighting (Clauses) Act, 1899, and to incorporate with the Order all or some of the provisions of those Acts with such modifications as may be prescribed or provided for by the Order.

To authorize the Undertakers to enter into contracts with local authorities, 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.

To alter, vary and amend all or some of the provisions of the Deed of Transfer, dated the 13th day of December, 1892, and made between the Mayor, Aldermen and Burgesses of the borough of Cambridge (hereinafter called "the Corporation") and the Undertakers with respect to the purchase by the Corporation of the Undertaking of the Undertakers, and to make other provision in lieu thereof, and to authorize the Corporation and the Undertakers and the Local Authorities of the districts within which the area of supply or any part thereof is situate, or any of them, to enter into and to carry into effect agreements with respect to the purchase by the Corporation and the said local authorities, or any one or more of them, of all or any part of the Undertaking, works and property for the time being of the Undertakers, and to confirm or give effect to any such agreement which may have been or may be made prior to the granting of the Order or its confirmation by Parliament.

A map showing the boundaries of the proposed area of supply and the streets or roads within 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 29th day of November instant, for public inspection with the Clerk of the Peace for the County of Cambridge, at his office at Cambridge, with the Clerk of the Urban District Council of Chesterton, at his office at Cambridge, and with the Clerk of the Rural District Council of Chesterton at his office at Cambridge.

And notice is hereby given, that printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 20th 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 and Parliamentary Agents, and at Brookfield, Trumpington-road, Trumpington, 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 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, 1903, and a copy of such objection must also be forwarded to the Parliamentary Agents or Solicitors for the Order.

Dated this 7th day of November, 1902.

GINN and MATTHEW, 63, St. Andrew's-street, Cambridge, Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

TYNEMOUTH AND DISTRICT TRAMWAYS (EXTENSIONS).

(Construction of Tramways and Works and Acquisition of Lands in Borough of Tynemouth, and Working of Tramways by Mechanical or Electrical Power; Confirmation of Construction of Existing Tramways and of Adaptation thereof for Working by Mechanical or Electrical Power; Special Provisions as to Gauge of Tramways; Provision as to Width of Carriages; Agreements with Corporation of Tynemouth and other Authorities and Bodies; Postponement of Powers of Purchase by Corporation of Tynemouth; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Tynemouth and District Electric Traction Company Limited (hereinafter called "the Company") for an Act for all or some of the following or other purposes (that is to say):—

1. To empower the Company to make, form, lay down, maintain, work, and use in the borough of Tynemouth, in the county of Northumberland, all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting rooms, stations, sheds, buildings, works, and conveniences connected therewith respectively (that is to say):—

Tramway No. 1, commencing in Bedford-street at a point 30 yards or thereabouts north-west of the junction of Bedford-street and Saville-street, passing thence along Bedford-street into and along and terminating in Albion-street at a point 16 yards or thereabouts south-west of the junction of that street with Preston-road.

Tramway No. 1A, commencing in Saville-street by a junction with the existing tramways at a point 16 yards or thereabouts south-west of the junction of that street with Bedford-street, passing thence into and terminating in Bedford-street by a junction with Tramway No. 1 at its commencement above described.

Tramway No. 1B, commencing in Saville-street by a junction with the existing tramways at a point 16 yards or thereabouts north-east of the junction of that street with Bedford-street, passing thence into and terminating in Bedford-street by a junction with Tramway No. 1 at its commencement above described.

Tramway No. 2, commencing in Albion-street by a junction with Tramway No. 1 at its termination above described, passing thence into and along Preston-road and Front-street, Preston, and terminating in the latter street at or near its junction with Preston North-road.

Tramway No. 3, commencing in Front-street by a junction with Tramway No. 2 at its termination above described, passing thence along Front-street, Hawkey's-lane to the house known as "Hunthill," thence across private lands into and along Hawkey's-lane and Newcastle-road, and terminating in that road at a point 10 yards or thereabouts east of the junction of that road with Hawkey's-lane.

Tramway No. 4, commencing in Newcastle-road by a junction with Tramway No. 3 at its termination above described, passing thence into and along and terminating in Albion-street by a junction with Tramway No. 1 at a point 18 yards or thereabouts north-east of the junction of the said street with Bedford-street.

Tramway No. 4A, commencing in Albion-street

by a junction with Tramway No. 4 at a point 16 yards or thereabouts south-west of the junction of the said street with Bedford-street, passing thence into and terminating in Bedford-street by a junction with Tramway No. 1 at a point 16 yards or thereabouts south-east of the junction of the said streets.

Tramway No. 5, commencing in Albion-street by a junction with Tramway No. 1 at its termination above described, passing thence along, and terminating in the same street by a junction with the existing tramways at a point 13 yards or thereabouts north-east of the junction of the said street with Upper Norfolk-street.

Tramway No. 5A, commencing in Albion-street by a junction with Tramway No. 5 at a point 23 yards or thereabouts north-east of the junction of that street with Preston-road, passing thence into and terminating in Preston-road by a junction with Tramway No. 2 at a point 22 yards or thereabouts north of the junction of the said street and road.

Tramway No. 5B, commencing in Albion-street by a junction with Tramway No. 5 at a point 22 yards or thereabouts south-west of the junction of that street with Upper Norfolk-street, passing thence into and terminating in Upper Norfolk-street by a junction with the existing tramways at a point 16 yards or thereabouts south-east of the junction of the said streets.

Tramway No. 6, commencing in Prudhoe-street by a junction with the existing Tynemouth and District Tramways at their termination, passing thence along and terminating in the said street at the point of commencement of the north-western line of the existing Tyneside Tramways opposite Spencer-street.

Tramway No. 7, commencing in Prudhoe-street by a junction with the south-eastern line of the existing Tynemouth and District Tramways at a point 48 yards or thereabouts, measured in a south-westerly direction, from Borough-road, passing thence along and terminating in the said street at the point of commencement of the south-eastern line of the existing Tyneside Tramways opposite Spencer-street.

Which said intended tramways will be situate in the parishes, townships and places following, or some of them (that is to say), the parishes or townships of Tynemouth, Preston and Chirton, all in the borough of Tynemouth, in the county of Northumberland.

2. At 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 or sides of the streets and roads hereinafter mentioned, or if no side is mentioned, on both sides of the street or road (that is to say):—

Tramway No. 1A, in Bedford-street, on the eastern side thereof, for a distance of 21 yards or thereabouts from Saville-street.

Tramway No. 1B, in Bedford-street, on the western side thereof, for a distance of 21 yards or thereabouts from Saville-street.

Tramway No. 2—

(a) In Preston-road, on the east side thereof, between points respectively 37 yards and 100 yards or thereabouts north of the junction of that road with Albion-street,

(b) In Preston-road, on the west side thereof, for a distance of 28 yards or thereabouts northwards from Frank-place.

(c) In Preston-road, between points respectively 33 yards or thereabouts south, and 33 yards or thereabouts north of the junction of that road with Cleveland-road.

(d) In Preston-road from a point 14 yards or thereabouts north of Trevor-terrace to a point 23 yards or thereabouts south of Preston-avenue.

(e) In Preston-road between points respectively 39 yards and 105 yards or thereabouts north of Preston-avenue.

(f) In Preston-road for a distance of 66 yards or thereabouts southwards from the carriage entrance to Preston-villa.

(g) In Preston-road and Front-street, Preston, between points respectively 41 yards south and 13 yards west of the junction of the said road and street.

(h) In Front-street between points respectively 5 yards and 27 yards or thereabouts west of the Bambro Castle Hotel.

(i) In Front-street, on the north side thereof, between points respectively 14 yards and 33 yards or thereabouts east of the junction of that street with Preston North-road.

(j) In Front-street on the south side thereof from a point 33 yards or thereabouts east of the junction of that street with Preston North-road to the termination of the tramway.

Tramway No. 3—

(a) In Front-street on the north side thereof for a distance of 13 yards or thereabouts westward from Preston North-road.

(b) In Front-street and Hawkey's-lane on their southern and eastern sides respectively, for a distance of 66 yards or thereabouts from the commencement of the tramway.

(c) In Hawkey's-lane, on the western side thereof, for a distance of 33 yards or thereabouts southward from its junction with Front-street.

(d) In Hawkey's-lane between points respectively 10 yards and 20 yards or thereabouts south of the Carriage Works.

(e) In Hawkey's-lane from a point 160 yards or thereabouts north of Cleveland-road to the Reservoirs situate on the western side of that lane.

(f) In Hawkey's-lane and Newcastle-road, from a point 38 yards or thereabouts, south of the southern boundary wall of the Victoria Jubilee Infirmary to the termination of the tramway.

Tramway No. 4—

(a) In Newcastle-road for a distance of 67 yards or thereabouts from the commencement of the tramway.

(b) In Albion-street between points respectively 20 yards west and 35 yards east of the junction of that street with Newcastle-street.

Tramway No. 5—

In Albion-street, on the north side thereof, between points respectively 40 yards west and 92 yards east of the junction of that street with Upper Camden-street.

Tramway No. 5a—

In Albion-street and Preston-road on their northern and eastern sides respectively for a distance of 24 yards or thereabouts from the commencement of the tramway.

3. The intended tramways will be constructed on a gauge of 3 feet 6 inches, and it is not intended to run over any of the said tramway carriages or trucks adapted for use upon railways.

4. For the purpose of providing an additional gauge of 4 feet 8½ inches on so much of the existing and intended tramways in Prudhoe-street as extends from the Borough-road to the

termination of the intended Tramways No. 6 and No. 7, it is proposed to lay down a third rail on each line of the said portion of tramways, such third rail to be on that side of the said line of rail which is nearest to the footpath, and the said third rail on the northern side of Prudhoe-street will be laid so that a less space than 9 feet 6 inches will intervene between the rail and the outside of the footpath.

5. To empower the Company to purchase or acquire, by compulsion or agreement, and to hold lands, houses, and buildings, and easements therein, in the parishes and places aforesaid for the purposes of the said intended tramways and works, and for the purposes of the intended Act, and for the general purposes of their Undertaking, and also the lands hereinafter mentioned, or some of them or some part or parts thereof respectively (that is to say):—

In the said parish or township of Tynemouth—

(a) A strip of land, being a portion of the forecourt of St. Cuthbert's Church, abutting on the east side of Bedford-street, at the junction of that street with Albion-street.

(b) Property abutting on the south side of Albion-street and the west side of Upper Norfolk-street, and having a frontage of 10 yards and 17 yards or thereabouts respectively to the said streets at their junction.

(c) A strip of land, being a portion of the graveyard of Christ Church, abutting on the northern side of Albion-street, and extending from Preston-road for a distance of 142 yards or thereabouts in a north-easterly direction.

(d) A strip of land abutting on the east side of Preston-road, and extending from Trevor-terrace for a distance of 108 yards or thereabouts in a northerly direction.

(e) A strip of land abutting on the east side of Preston-road, and extending from Preston-avenue for a distance of 31 yards or thereabouts in a southerly direction.

(f) A strip of land abutting on the east side of Preston-road, and extending from Tynemouth Vicarage to Front-street.

(g) A strip of land abutting on the northern side of Tynemouth-road, and extending between points respectively situate 26 yards or thereabouts north-east and 118 yards or thereabouts south-west of the junction of Oxford-street with the said road.

In the said parish or township of Preston—

(a) A strip of land abutting on the west side of Preston-road and extending from Cleveland-road to a point 10 yards or thereabouts north of Camp-terrace.

(b) A strip of land abutting on the west side of Preston-road and extending between points respectively situate 30 yards or thereabouts north and 28 yards or thereabouts south of the junction of Preston-avenue with the said road.

(c) A strip of land abutting on the west side of Preston-road and extending from the northern side of the carriage entrance to Preston Villa for a distance of 100 yards or thereabouts in a northerly direction.

(d) A strip of land abutting on the south side of Front-street and extending between points respectively situate 5 yards and 43 yards or thereabouts west of the Bambro Castle public-house.

(e) Property consisting of cottages yards and outbuildings situate at the junction of Front-street, Preston-north-road, Whitehouse-lane and Hawkey's-lane.

(f) A strip of land abutting on the east side of Hawkey's-lane and extending from Front-

street for a distance of 187 yards or thereabouts in a south-westerly direction.

(g) A strip of land abutting on the east side of Hawkey's-lane, and extending from Cleveland-road for a distance of 77 yards or thereabouts in a southerly direction.

(h) A strip of land abutting on the east side of Hawkey's-lane, and extending from the northern boundary wall of the Victoria Jubilee Infirmary for a distance of 95 yards or thereabouts in a northerly direction.

(i) A strip of land abutting on the east side of Hawkey's-lane and extending from the southern boundary wall of the Victoria Jubilee Infirmary to Newcastle-road.

(j) A strip of land abutting on the northern side of Albion-street, and extending from a point opposite the eastern side of Coach-lane to the lodge at the entrance to the North Shields and Tynemouth General Cemetery.

In the said parishes or townships of Preston and Chirton:—

A strip of land abutting on the west side of Hawkey's-lane, and extending from a point 160 yards or thereabouts north of Cleveland-road to the reservoirs situate on the western side of the said lane.

In the said parish or township of Chirton:—

A strip of land abutting on the west side of Hawkey's-lane, and extending from a point 30 yards or thereabouts to a point 138 yards or thereabouts northward from Newcastle-road.

6. To empower the Company to acquire part only of any property, without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

7. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter and remove or abandon such tramways, crossings, passing places, crossovers, deviations, sidings, junctions, curves, turnouts, turntables and other works in addition to those specified herein as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or any tramways belonging or leased to or worked or run over by the Company or otherwise in the interests of the Company, or for facilitating the passage of traffic along the streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines works or buildings of the Company.

8. To empower the Company, in making the said intended tramways and works, to deviate from the lines and levels thereof, as shown on the plans and sections to be deposited as hereinafter mentioned.

9. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines, on the proposed tramways or any of the tramways belonging or leased to or run over by the Company.

10. To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephonic tubes, posts, wires and apparatus for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines, or double lines for single lines, or interlacing lines for double or single lines, or for altering or reinstating the proposed tram-

ways and works, or any tramway belonging or leased to or worked or run over by the Company, or substituting others in their place, or for other purposes of the intended Act.

11. To sanction and confirm the construction and maintenance upon the gauge of three feet six inches of the tramways already constructed under the powers of the Tynemouth and District Tramways Order, 1879, and the North Shields and District Tramways Extension Order, 1882, and, so far as may be necessary or expedient, to alter, amend, or repeal the provisions of the said Orders relating to or prescribing the gauge of the said tramways.

12. To authorize the use upon the said intended and existing tramways of engines and carriages exceeding in width that prescribed by the said Orders of 1879 and 1882, or by section 34 of the Tramways Act, 1870.

13. To empower the Company to work the proposed tramways and also any existing tramways belonging or leased to or run over or worked by the Company (hereinafter referred to as "the existing tramways") or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power, generated at and applied from stations or otherwise or other mechanical power, or partly by one such power and partly by another such 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 intended Act, and to relieve the Company from any obligations or restrictions which they may be under with respect to the working of the existing tramways by electrical or mechanical power, and so far as may be necessary or expedient to sanction and confirm the execution by the Company of any works or operations executed, or any acts done by them prior to the passing of the intended Act for the purpose of adapting the existing tramways to be worked by, and of working the same by, electrical power, and, so far as may be necessary or expedient for the purposes aforesaid, to alter, amend, extend, or repeal all or some of the provisions of the said Orders of 1879 and 1882.

14. To repeal or amend the provisions of Schedule A to the said Order of 1882, and to make other provision in lieu thereof and as to the regulations to be made by the Board of Trade for regulating the use of mechanical power on the tramways of the Company.

15. To empower the Company for the purposes aforesaid, or any of them, to enter upon and open the surface of, and to lay down on, in, under or over, along or across the surface of any footpath, street, road, place, railway, canal, or bridge such posts, standards, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, standards, 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 intended or existing tramways, or for providing access to, or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company, for the purpose of working the said intended or existing tramways and of the intended Act, to erect engines and machinery and to acquire and hold patent and other rights and licences and to use patent and other rights and licences in relation to such electrical or other mechanical power, and, if thought fit, to confirm

and sanction the exercise by the Company, prior to the passing of the intended Act, of any such powers as aforesaid.

16. To authorize the Company to levy tolls and charges for the use of the said intended or existing tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates or charges.

17. To reserve to the Company the exclusive right of using on the intended tramways engines and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved rail.

18. To empower the Company on the one hand, and the authority having the control or management of the streets or roads along which any tramway is intended to be laid, reconstructed, altered or adapted, 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 or any of them, and the rails, plates, sleepers and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

19. To empower the Tyneside Tramways and Tramroad Company (hereinafter called "the Tyneside Company") to run over and use the before mentioned portion of tramways, on which a third rail is proposed to be laid down, with their engines, carriages and trucks, upon such terms and conditions and for the purposes of such traffic as may have been or may be agreed upon between the Company and the Tyneside Company, or may be authorized or provided for by the intended Act, and to levy tolls, rates and charges in respect of such traffic, and to vary existing tolls, rates and charges, and, so far as may be necessary or expedient, to extend and make applicable, with or without exceptions or modifications, all or some of the provisions of the Tyneside Tramways and Tramroad Act, 1901, and any other Acts relating to the Tyneside Company, and to authorize agreements between the Company and the Tyneside Company with respect to all or any of the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

20. To enable the Company on the one hand, and any local authority, company or person owning, working or using any tramways, tramroads or light railways which can be worked with any of the tramways of the Company on the other hand from time to time to enter into and carry into effect contracts and agreements with respect to the working, running over, use, management and maintenance by the contracting parties of all or any of their respective tramways, tramroads, light railways 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 such agreements which have been or may be made prior to the passing of the intended Act.

21. To empower the Company 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 power to or by the Company, by or to such local authority, company, body, or person.

22. To alter, amend or repeal all or some of the provisions of the Tynemouth and District Tramways Order, 1879, and the North Shields, and District Tramways Extension Order, 1882, conferring upon the Corporation of the borough of Tynemouth any powers of purchasing any of the existing tramways, and to provide that, notwithstanding anything contained in section 43 of the Tramways Act, 1870, or in the said Orders, the powers of the said Corporation of purchasing the said existing or the intended tramways shall not be exercised until such time or times as may have been or may be agreed upon between the Company and the Corporation, or as may be prescribed or provided for by the intended Act.

23. 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 Act, and to confer other rights and privileges.

24. The intended Act will incorporate the whole or some of the provisions of the Lands Clauses Acts and the Tramways Act, 1870, with such alterations or amendments as hereinbefore mentioned, or otherwise as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter, amend, extend, or repeal all or some of the provisions of the Acts and Orders hereinbefore mentioned or referred to, and of any other Acts or Orders relating to the Company or the Tyneside Company.

25. And notice is hereby given, that, on or before the 29th day of November instant, plans and sections of the intended tramways and works, and plans of the lands to be acquired compulsorily, 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 Northumberland at his Office at Newcastle-upon-Tyne, and with the Town Clerk of the borough of Tynemouth at his Office at Tynemouth.

26. And notice is hereby further given, that, on or before the 20th 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, 1902.

SYDNEY MORSE, 37, Norfolk-street, Strand, London, W.C., Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS.

(Additional Powers to Company as to Construction of Railway and other Works, and of a Wharf or Embankment, and Acquisition of Lands in Counties of Waterford, Kilkenny, Cork, Wexford and Pembroke; Abandonment of Railway No. 14 authorized by Act of 1898; Agreements with Great Southern and Western Railway Company

and Dublin, Wicklow and Wexford Railway Company as to new Railway; Provisions as to new Bridge over River Suir, at Waterford, and as to footway over that river, and Agreements with Waterford Corporation, Waterford Harbour Commissioners, Kilkenny County Council and others; Extension of Time for Completion of Waterford and Rosslare Railways; Guarantee by Great Western and Great Southern and Western Railway Companies, and Application of Funds by those Companies and by Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Fishguard and Rosslare Railways and Harbours Company (hereinafter called "the Company"), for an Act for the following purposes or some of them (that is to say):—

To empower the Company to make and maintain the railway and works hereinafter described, with all proper and necessary stations, sidings, approaches, bridges, roads, works and conveniences connected therewith (that is to say):—

A railway in substitution for Railway No. 14 authorized by the Fishguard and Rosslare Railways and Harbours Act, 1898 (hereinafter called "the Act of 1898"), commencing in the townland of Gracedieu West, in the parish of Killoteran, in the county of Waterford, by a junction with the Company's Waterford and Fermoy Branch at a point on the said branch about 680 yards measured along the said branch in a westerly direction from the milesman's house at the level crossing in the townland of Gracedieu East, crossing over the River Suir by means of an opening or swing bridge, and terminating in the townland of Newrath, in the parish of Kilculliheen, in the county of Kilkenny, by a junction with the Waterford and Limerick branch of the Great Southern and Western Railway Company (hereinafter called "the Great Southern Company"), at a point about 830 yards measured in a south-easterly direction along the said branch from the level crossing by the said branch of the main road from Waterford to Clonmel. And in connection with the said intended railway to empower the Company to make a new cut or channel in the townland of Granny, in the parish of Kilmacow, in the county of Kilkenny, and in the bed and foreshore of the River Suir (an extra-parochial place adjoining the parish of Kilmacow, in the county of Kilkenny), commencing at a point in the centre of the river or creek known as Kilmacow Pill about 260 yards measured in a south-easterly direction along the centre of the said Pill from the centre of the bridge carrying the public road from Clonmel to Waterford over the said Pill, and terminating at a point on the bed or foreshore of the River Suir about 200 yards measured along the bank of the River Suir in a north-westerly direction from the north-western bank of the said Pill at the point where it enters the River Suir, and to stop up and to extinguish all rights of navigation and other rights over and upon so much of the existing Kilmacow Pill as lies between the commencement of the intended cut and the River Suir, and to divert into the intended cut the waters of the River Suir and of Kilmacow Pill.

The said intended railway and works will pass through or into or be situate in the following townlands, parishes and extra-parochial and other places following or some of them (that is to say): the townlands of Gracedieu West and Grace-

diu East, in the parish of Killoteran, in the county of Waterford, the bed and foreshore of the River Suir (an extra-parochial place adjoining the parish of Killoteran, in the county of Waterford, and the parishes of Kilmacow and Kilculliheen, in the county of Kilkenny), the townland of Granny, in the parish of Kilmacow, in the county of Kilkenny, the bed and foreshore of Kilmacow Pill, and the townland of Newrath, in the parish of Kilculliheen, in the county of Kilkenny.

A wharf or embankment on the bank, bed and foreshore of the River Suir, commencing at high-water mark at a point 155 yards, or thereabouts, in a north-westerly direction from the north corner of the goods store at the Waterford Station of the Company's Waterford and Fermoy branch, and 96 yards, or thereabouts, in an easterly direction from the north corner of the engine shed at the said station, and terminating at high-water mark at a point about 25 yards in an easterly direction from the east corner of the said goods store, and extending into the River Suir at its greatest width at its south-eastern end for a distance of 40 yards, or thereabouts, from high-water mark, which wharf or embankment will pass from, through or into the townlands, parishes and extra-parochial or other places following, or some of them, that is to say, the townland of Gibbethill, parish of Trinity Without, in the county borough of Waterford, in the county of Waterford, and the bed and foreshore of the River Suir (an extra-parochial place adjoining the parish of Trinity Without, in the county borough of Waterford, in the county of Waterford).

To empower the Company to purchase and acquire by compulsion or agreement, and to hold lands or any estates or interests or easements in, over or under lands (in which term in this Notice houses and buildings are included) situate in the before-mentioned townlands, parishes and places for the purposes of the said intended railway, wharf and other works, and also to purchase and acquire by compulsion or agreement, and to hold for the general purposes of their undertaking, the lands following or some of them, or some part or parts thereof (that is to say):—

Certain lands in the townland of Carrignagrohghera, in the parish of Fermoy and county of Cork (East Riding), lying to the north of and adjoining the Waterford branch of the Company's railway.

Certain lands in the townland of Ballygillane Big, in the parish of Kilrane and county of Wexford, lying to the south of and adjacent to a proposed new road named Martin-road as newly staked out and fenced.

Certain lands in the county of Wexford, in the parish of Rosslare, in the townland of Walsheslough, lying adjacent to and to the north-east of Rosslare Station on the Company's Wexford and Rosslare Branch Railway.

Certain lands in the parish of Llanwnda, in the county of Pembroke, lying on and adjoining the north-western side of the Company's railway, and between the bridge carrying the public road over that railway at Goodwick Station and the Wynncliffe Hotel of the Company.

Certain other lands in the said parish, lying on the north-western side of the approach road to the said Wynncliffe Hotel, and between Ivy Cottage and the said public road.

To authorize the purchase and acquisition of part only of or of an easement in, over, or under 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 Company becoming subject to the liability imposed by

section 92 of the Lauds Clauses Consolidation Act, 1845.

To authorize the alteration, diversion, widening, crossing or stopping up of all roads, bridges, footpaths, railways, tramways, aqueducts, canals, navigations, ferries, watercourses, streams and rivers within or adjoining the before-mentioned parishes and places, and which it may be necessary or convenient to interfere with in the execution of the powers of the intended Act, and to provide that the Company shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over the intended railway by a bridge or bridges or the immediate approaches thereto, except so far as the level of such road or approaches shall be permanently altered.

To empower the Company to levy tolls, rates, dues and charges in respect of the said intended railway wharf and other works and the traffic thereon, and to alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates, dues and charges.

To authorize the Company and the Great Southern Company and the Dublin, Wicklow and Wexford Railway Company (hereinafter called "the Wicklow Company"), or any two of them, to enter into and carry into effect agreements with respect to the construction and user of the intended railway by the said Companies or any of them jointly or by any one of them alone, and to confer upon the said Companies respectively all such powers as may be necessary or expedient for giving effect to any such agreement or be ancillary or incidental thereto, including powers to acquire lands and execute works, and to apply their funds for the purposes aforesaid or any of them, and to confirm or give effect to any such agreement which may be or may have been made prior to the passing of the intended Act.

To authorize the Company to abandon and relinquish the construction of Railway No. 14 authorized by the Act of 1898, and to release the Company from all liabilities, penalties, forfeitures and obligations in respect of the said railway or the non-construction thereof, and to provide for the release and repayment or transfer of so much of the deposit fund referred to in the said Act as is applicable to the said railway, or if thought fit to make the said portion of such deposit fund or some part thereof applicable to the new railway to be authorized by the intended Act.

To extend and make applicable to the said intended railway, with or without modification or amendment, all or some of the provisions contained in the Act of 1898 with respect to the Railway No. 14 by that Act authorized, or if thought fit to repeal, alter or amend all or some of such provisions, including amongst others all or some of the provisions contained in sections 10 (Provisions as to construction of Railway No. 14 and of Railway No. 3 of Wicklow Company), 11 (Powers for Company and Wicklow Company to agree as to execution of authorized works), 13 (For the protection of the Waterford Commissioners), and 14 (For the protection of the Waterford Corporation), so far as they relate to the said Railway No. 14 and the bridge for carrying the same over the River Suir.

To empower the Company to subscribe or contribute moneys towards the construction by the Corporation of Waterford, the Kilkenny County Council, the Waterford Harbour Commissioners, or some or one of them, of a bridge connecting the north and south banks of the River Suir, within the county of the borough of Waterford,

to such amount and upon such terms and conditions as may have been or may be agreed upon between the Company, the Great Southern Company and the said Corporation, Council and Commissioners, or any of them, or be prescribed or provided for by the intended Act, and to authorize and to confirm and give effect to agreements between the said Companies and the said Corporation, Council and Commissioners, or any of them, with reference to the construction of the said bridge as a joint railway and road bridge, and with reference to the use, management, maintenance and repair thereof, and generally in relation thereto.

To repeal, alter or amend the provisions of section 53 of the Fishguard and Rosslare Railways and Harbours Act, 1899, with respect to the footway over the River Suir therein referred to, and to release the Company from any obligation which may be deemed to be imposed upon them by that section or otherwise in relation to such footway.

To authorize agreements between the said Companies and the said Corporation, Council and Commissioners, or any of them, with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To extend the time limited by the Act of 1898 for the completion of the Waterford and Rosslare Railways authorized by that Act.

To authorize the Great Western Railway Company and the Great Southern Company (hereinafter called "the two Companies") jointly to guarantee to or for the Company interest dividends and annual or other payments on or in respect of all or any part of the shares, stocks, debentures, debenture stock, and other capital and securities of the Company, whether already authorized or created or issued, or to be authorized by the intended Act at such rates not exceeding £3 10s. per cent. per annum, and upon such terms and conditions, and either in perpetuity or for such period or periods as may have been or may be agreed upon between the said Companies or any of them, or as may be prescribed or authorized or provided for by the intended Act, and (if thought fit) to provide that the security to be afforded by such guarantee shall be in addition to the security to be afforded by section 70 of the said Act of 1899, and to empower the two Companies and the Company, or any of them, to enter into and carry into effect agreements with reference to any such guarantee, and to confirm any such agreements which may be made prior to the passing of the intended Act.

To empower the Company and the two Companies respectively to apply to the purposes of the intended Act or some of them such portion of their corporate funds as they shall deem expedient.

To vary or extinguish all existing rights and privileges which would in any manner impede or interfere with any of the purposes or objects of the intended Act, and to confer other rights and privileges.

To alter, amend and extend or repeal all or some of the powers and provisions of the several Acts and Orders hereinbefore mentioned in this Notice, and also of the several Acts (local and personal) following or some of them (that is to say):—

The Acts 56 and 57 Vict., c. 97, and 57 and 58 Vict., c. 137, and any other Act or Acts relating to the Company.

The Act 5 and 6 William IV, c. 107, and any

other Act or Acts relating to the Great Western Company.

The Act 7 and 8 Vict., c. 100, and any other Act or Acts relating to the Great Southern Company.

The Waterford, Wexford, Wicklow and Dublin Railway Act, 1846; the Dublin, Wicklow and Wexford Railway Act, 1891, and any other Act or Acts relating to the Dublin, Wicklow and Wexford Railway Company.

And notice is hereby given, that maps, plans and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of the Notice of the intended application to Parliament as published in the London and Dublin Gazettes, will be deposited on or before the 29th day of November in the present year as follows (that is to say):—

As regards the railway, works and lands partly in the county of Waterford and partly in the county of Kilkenny, with the Clerk of the Peace for the county of Waterford, at his office at the Court House, Waterford, and with the Clerk of the Peace for the county of Kilkenny, at his office at the Court House, Kilkenny.

As regards the works and lands in the county borough of Waterford with the Clerk of the Peace for that county borough at his office at the Court House, Waterford.

As regards the lands in the county of Cork (East Riding), with the Clerk of the Peace of the East Riding of the county of Cork, at his office at the Court House, Cork.

As regards the lands in the county of Wexford, with the Clerk of the Peace for that county, at his office at the Court House, Wexford, and

As regards the lands in the county of Pembroke, with the Clerk of the Peace for that county, at his office at Haverfordwest.

And that copies of so much of the said plans, sections and books of reference as relates to each of the several parishes or extra-parochial places in or through which the intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London and Dublin Gazettes will, on or before the 29th day of November next, be deposited as follows (that is to say):—

As regards the railway, works and lands in the parish of Killoteran and extra-parochial places adjoining the same in the county of Waterford, with the Clerk of the Rural District Council of Waterford (No. 1), at his office, the Workhouse, Waterford.

As regards the railway, works and lands in the parishes of Kilculliheen and Kilmacow and extra-parochial places adjoining the same in the county of Kilkenny, with the Clerk of the Rural District Council of Waterford (No. 2), at his office, the Workhouse, Waterford.

As regards the works and lands in the parish of Trinity Without and extra-parochial places adjoining the same in the county borough of Waterford, with the Clerk of the Council of the county borough of Waterford, at his office, City Hall, Waterford.

As regards the lands in the parish of Fermoy, in the county of Cork (East Riding), with the Clerk of the Fermoy Urban District Council, at his office, the Town Hall, Fermoy, in the county of Cork, and with the Clerk of the Fermoy Rural District Council, at his office, the Workhouse, Fermoy aforesaid.

As regards the lands in the parishes of Kilrane and Rosslare, in the county of Wexford, with the Clerk of the Wexford Rural District Council, at his office, the Workhouse, Wexford.

And as regards the lands in the parish of Llanwuda, in the county of Pembroke, with the Clerk to the Parish Council of that parish at his residence, or if there be no Clerk with the Chairman of the said Council at his residence.

And notice is hereby also given, that on or before the 20th 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 15th day of November, 1902.

R. R. NELSON, Paddington Station, and
20, Abingdon-street, Westminster;

BARRINGTON and SON, 10, Ely-place,
Dublin;

Solicitors.

SHERWOOD and Co., 7, Great George-
street, Westminster, S.W., Parliamen-
tary Agents.

In Parliament.—Session 1903.

SOUTH YORKSHIRE JOINT RAILWAYS.

(Constitution of Joint Undertaking and Transfer to North Eastern, Lancashire and Yorkshire, Great Northern, Midland, and Great Central Railway Companies of powers under North Eastern Railway Act, 1902, and Great Central and Midland Railway Companies (Railways in South Yorkshire) Act, 1902; Powers to make Railways and Works and Acquire Lands in West Riding of York; Abandonment of Authorized Railway; Running Powers over Shireoaks, Laughton, and Maltby Railway; Incorporation of and Powers to Joint Committee; Additional Capital and Application of Funds; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act for the following purposes or some of them (that is to say):—

To constitute and establish as a joint Undertaking (hereinafter referred to as "the Joint Undertaking"), the railways, works, and property, rights, and interests, hereinafter mentioned or referred to (that is to say):—

(a) The Railways No. 5, No. 7, No. 8, and No 13, authorized by the North Eastern Railway Act, 1902 (hereinafter called "the North Eastern Act"), as deviated or altered under the provisions hereinafter referred to of the intended Act and all the rights and powers conferred upon or vested in the North Eastern Railway Company and the Lancashire and Yorkshire Railway Company (hereinafter respectively referred to as "the North Eastern Company" and "the Lancashire and Yorkshire Company" and jointly as "the Joint Companies"), or in the Joint Committee of those Companies constituted under that Act in relation to the said railways and the benefit of all contracts entered into by the Joint Companies or the said Committee in relation to the said railways:

(b) So much of the Shireoaks, Laughton, and Maltby Railway (hereinafter called "the Shireoaks Railway"), authorized by the Shireoaks, Laughton, and Maltby Railway Act, 1901 (hereinafter referred to as "the Shireoaks Act"), and transferred to and vested in the Great Central Railway Company and the Midland Railway Company (hereinafter referred to respectively as "the Great Central Company" and "the Midland Company," and jointly as "the Two Companies") by the Great Central and Midland Railway Companies (Railways in South Yorkshire) Act, 1902 (hereinafter referred to as "the Central and Midland Act") as lies to the north of the point in the parish of North and South Austen where it crosses the public road from North Austen to Brampton-en-le-Morthen numbered 94 in the said parish on the deposited

plans referred to in the Shireoaks Act or such other portion thereof as may be agreed upon between the Five Companies or may be authorized by the intended Act: and all the rights and powers conferred on or vested in the Two Companies by the Central and Midland Act in relation to such part of the Shireoaks Railway, and the benefit of all contracts entered into by, or on behalf of the Two Companies, in relation to such part of the Shireoaks Railway:

(c) The railways, works, lands, rights, powers and privileges to be authorized, constructed, acquired and conferred by the intended Act.

To provide for the transfer to and vesting of, or to vest that part of the joint Undertaking hereinbefore described under the letters (a) and (b) in the North Eastern, the Lancashire and Yorkshire, the Great Northern, the Midland, and the Great Central Railway Companies (hereinafter referred to collectively as "the Five Companies"), or in the Joint Committee of the Five Companies to be constituted as hereinafter mentioned (hereinafter called "the Joint Committee"), including all powers relating to the joint Undertaking conferred by the North Eastern Act, the Shireoaks Act, and the Central and Midland Act, or any of them, whether with respect to the construction of works, the purchase and taking of lands by compulsion or otherwise, the taking, levying, and recovering of tolls, rates, and charges or otherwise.

To empower the Five Companies or the Joint Committee to make and maintain the railways, deviations, and works hereinafter described with all proper and convenient stations, sidings, approaches, roads, works and conveniences connected therewith (that is to say):—

Railway No. 1.—A railway wholly in the West Riding of Yorkshire, commencing in the parish of Cantley, by a junction with Railway No. 8, authorized by the North Eastern Act, as intended to be constructed at a point about one and a-half chains north of the northern boundary of the property of the Great Northern Railway Company, and about eleven chains east of their Childers Drain Signal Box, passing thence through the parish or township and borough of Doncaster, and terminating in the parish and urban district of Balby-with-Hexthorpe, by a junction with the railway of the Great Northern Company, at a point opposite or nearly opposite the centre of the tranship stage, at the mile-post denoting one hundred and fifty-four miles from London:

Railway No. 2.—A railway wholly situate in the parish of Kirk Sandall, in the West Riding of the county of York, commencing by a junction with Railway No. 13, authorized by the North Eastern Act, at its termination at the point where the centre line of that railway, as shown on the deposited plans referred to in that Act, intersects the northern side of the road, numbered on the said plans 9, in the parish of Kirk Sandall, and terminating by a junction with the Doncaster to Barnetby Branch of the Great Central Railway Company, at a point about two hundred yards east of the Sandall Crossing Signal Box, which proposed railway is in substitution for the railway in the parish of Kirk Sandall, authorized by the Central and Midland Act.

To authorize and provide for the abandonment of the said railway described in and authorized by the Central and Midland Act.

To authorize the Five Companies or the Joint Committee, as the case may be, to purchase and take by compulsion or agreement lands, houses, tenements, and hereditaments for the purposes

of the intended works and of the intended Act, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorize the Five Companies or the Joint Committee, as the case may be, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement any parts of, or any easement in, under, or over any lands, house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges connected with such houses, buildings, manufactories, and property, or such parts thereof as aforesaid.

To authorize the Five Companies or the Joint Committee, as the case may be, to deviate laterally from the lines of the works proposed to be constructed by them respectively to the extent shown on the plans hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorized 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 empower the Five Companies or the Joint Committee, as the case may be, to cross, open or break up, divert, alter, or stop up, whether temporarily or permanently, all such roads, lanes, highways, streets, footpaths, pipes, sewers, streams, watercourses, bridges, railways, tramways, gas, water and other pipes, telegraphic and telephonic apparatus, within the parishes, townships, and other places aforesaid, or any of them as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the intended Act.

To enable the Five Companies and the Joint Committee respectively to levy tolls, rates, and duties upon or in respect of the railways and works proposed to be constructed by or vested in them respectively, as aforesaid, and upon and in respect of the portions of railways hereinbefore described, which it is proposed that they should respectively be empowered to run over, work and use as aforesaid, and to alter existing tolls, rates and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Five Companies and the Joint Committee respectively, and any company or persons for the time being working or using the railway of the Joint Undertaking, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as have been or may be agreed on, or as may be prescribed by or under the intended Act, to run over, work and use, with their engines, carriages, and wagons, officers, and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, so much of the Shireoaks Railway as is not comprised in the Joint Undertaking, together with all stations, roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines, booking and other offices, warehouses, wharves, sidings, junctions, machinery, works, and conveniences or connected with the said portion of railway and stations.

To provide for the constitution and incorporation of the Joint Committee, and for the nomination and appointment of members thereof by each of the Five Companies, and to prescribe or regulate the appointment, retirement, rotation, removal, remuneration, and proceedings of the Joint Committee and the members thereof, and to define the powers and duties of the Joint Committee or the members or any members thereof, and to provide for the appointment of a standing or other arbitrator, or arbitrators to determine differences arising between the members of the Joint Committee, and between the Joint Committee and the Five Companies, or any or either of them, and to provide for the transfer to or vesting in or exercise by the Joint Committee in their own name and under their own seal, or by their officers and servants, of all or some of the rights, powers, duties, and privileges to be conferred or imposed by the intended Act.

To prescribe, define, and regulate the respective rights of the Five Companies or any of them, and of the Joint Committee in relation to the Joint Undertaking, and the working, use, and maintenance thereof, or of any part or parts thereof.

To provide for the contribution and payment to the Joint Committee by the Five Companies respectively, in such proportions as may have been or may be agreed, or may be prescribed or provided for by the intended Act, of the moneys required for or in connection with all or any of the purposes or the exercise of all or any of the powers of the intended Act, and for regulating the expenditure of such moneys and the keeping and verifying of accounts of the Joint Committee.

To authorize agreements between the Five Companies or any two or more of them with respect to all or any of the objects of the intended Act and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Five Companies respectively, to increase their capital and raise further moneys for all or any of the purposes of the intended Act, and for the general purposes of the Joint Undertaking by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other priorities, rights, or privileges attached thereto, and by borrowing and by the creation and issue of debenture stock or by any of such means and to apply to the purposes aforesaid any capital or funds belonging to them.

To vary and extinguish all rights and interests which would in any manner impede or interfere with the purposes or objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or to repeal all or some of the provisions of the several Acts hereinbefore mentioned or referred to, and of the local and personal Acts following, or some of them (that is to say):—

The Act 17 and 18 Vict., cap. 211, and all other Acts relating to the North Eastern Company:

The Act 6 and 7 Will. IV., cap. 111, and all other Acts relating to the Lancashire and Yorkshire Company:

The Act 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company:

The Act 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Company:

The Act 12 and 13 Vict., cap. 81, and all other Acts relating to the Great Central Company.

And notice is hereby given that maps, plans, and sections, showing the lines, situations, and levels of the works proposed to be authorized by the intended Act, and the lands and other property in or through which the same will be made, or pass, or which may be taken compulsorily under the powers of the 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 and other property, and a copy of this Notice as published in the London Gazette will, on or before the 29th 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 that copies of so much of the said plans and sections as relates to each of the several areas hereinafter mentioned or referred to, in or through which the intended works are proposed to be made, or lands are situate, together with a copy of the said Notice as published in the London Gazette will, on or before the said 29th day of November, be deposited as follows (that is to say):—

As relates to the borough of Doncaster with the Town Clerk of that Borough at his office. As relates to the urban district of Balby-with-Hexthorpe with the Clerk to the District Council of that district at his office. As relates to the respective parishes of Cantley and Kirk Sandall with the Clerk or (if there be no clerk) with the Chairman of the Parish Council of each such parish at his residence.

Printed copies of the intended Act will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

A. KAYE BUTTERWORTH, York;

CHRIS. MOORHOUSE, Hunt's Bank, Manchester;

R. HILL DAWE, King's Cross Station, and 29, Abingdon-street, Westminster;

BEALE and Co., 28, Great George-street, Westminster;

D. H. DAVIES, 12, Booth-street, Piccadilly, Manchester;

Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

DUDLEY, STOURBRIDGE, AND DISTRICT TRAMWAYS.

(Use of Electric Power on Company's Tramways, and Adaptation and Equipment thereof for that purpose; Powers as to Double, Inter-lacing, and Single Lines; Width of Carriages; Laying Mains from Generating Stations to Tramways; Postponement of Purchase by Local Authorities; Agreements between Company, British Electric Traction Company Limited, and Local Authorities; Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Dudley, Stourbridge, and District Electric Traction Company Limited (hereinafter called "the Company"), for an Act for all or some of the following and other purposes (that is to say):—

1. To empower the Company to work the tramways constructed under the powers of the Dudley, Stourbridge, and Kingswinford Tramways Order, 1881, the Dudley and Kingswinford Tramways Order, 1885, and the Dudley, Stourbridge, and Kingswinford Tramways Order,

1886 (hereinafter respectively referred to as "the Order of 1881," "the Order of 1885," and "the Order of 1886"), or any of them, or any part or parts thereof, by means of engines, carriages, trucks, and vehicles propelled (in addition to, or in substitution for, animal power) by electrical power generated at or supplied from stations or otherwise, or other mechanical power, or partly by one such power and partly by another such power, and for that purpose or any purpose appurtenant or ancillary thereto to confer upon the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Act, and to relieve the Company from any conditions, restrictions, or obligations to which they may be subject with respect to the working of the said tramways by electrical or mechanical power under the before-mentioned Orders, or any of them, or any other Act or Order relating to the Company or the said tramways, and in particular to repeal or amend the provisions of Schedule A to the Order of 1881, and of Schedule A to the Order of 1885, and to make other provisions in lieu thereof.

2. To empower the Company for the purposes aforesaid or any of them, to reconstruct and make alterations of the said tramways or any part or parts thereof, and to enter upon and open the surface of, and to lay down on, in, or under, or over, along, or across the surface of any footpath, street, road, place, railway, canal, or bridge such openings, posts, standards, 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, and to execute such other works as may be necessary or convenient either for the actual working of the said tramways, or for providing access to or in connection with any generating station, engines, machinery, or apparatus; and to sanction and to authorize the Company to maintain, work, and use, as part of their tramway Undertaking, any such works which shall have already been constructed.

3 To empower the Company from time to time to convert single lines into double or interlacing lines, or double lines into single or interlacing lines, or interlacing lines into double or single lines upon any of their tramways.

4. To authorize the use upon any of the tramways of the Company of engines and carriages exceeding in width that prescribed by the Orders of 1881, 1885, and 1886 or any of them, or by section 34 of the Tramways Act, 1870.

5. To empower the Company to construct, lay down, use, maintain, repair, renew, and remove electric mains and lines with all proper and convenient tubes, openings, and other works between any generating station from which electrical energy is supplied for the purpose of working any tramways or light railways of the Company, and any part or parts of the said tramways or light railways, or between any such tramways and light railways, or any parts thereof, and for the purposes aforesaid to enter upon and open the surface of, and to alter and stop up, and otherwise interfere with streets, highways, public and private roadways, footpaths, and other places in any district in which any of such tramways or light railways are situate, or in any other district in which it may be necessary or convenient to lay down electric mains and lines for the purposes aforesaid, and if thought fit to incorporate with the intended Act and extend and make applicable

to the execution of the before-mentioned works or some of them, and to the Company in respect thereof, all or some of the provisions of the Gasworks Clauses Act, 1847; the Electric Lighting (Clauses) Act, 1899; and the Tramways Act, 1870.

6. To empower the Company 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 power to or by the Company by or to such Local Authority, company, body, or person.

7. To alter, amend, or repeal all or some of the provisions of the Orders hereinbefore referred to, conferring upon any Local Authority, as defined by the Tramways Act, 1870, any powers of purchasing any of the said tramways, and to provide that notwithstanding anything contained in section 43 of the Tramways Act, 1870, or in the said Orders, the powers of any such Local Authority for purchasing the portions of the said tramways within the district of such Local Authority shall not be exercised until such time or times and on such terms and conditions as may have been or may be agreed upon between the Company and such Local Authority, or may be prescribed or provided for by the intended Act.

8. To empower the Company and the British Electric Traction Company Limited (hereinafter called "the Traction Company"), and the Local Authority of any district within which any of the said tramways are situate, or any of them, to enter into and to carry into effect agreements with respect to all or any of the matters hereinbefore referred to, 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 in particular to confirm or give effect to, with or without modification or alteration, all or some of the agreements following, or some of them (that is to say):—

Agreement, dated 17th October, 1898, between the British Electric Traction Company Limited and the mayor, aldermen, and burgesses of the borough of Dudley.

Agreement, dated 19th November, 1897, between the Brierley Hill Urban District Council and the British Electric Traction Company Limited.

Agreement, dated 10th May, 1897, between the Kingswinford Rural District Council and the British Electric Traction Company Limited.

Supplemental Agreement, dated 8th November, 1897, between the Kingswinford Rural District Council and the British Electric Traction Company Limited.

Agreement, dated 18th May, 1897, between the Amblecote Parish Council and the British Electric Traction Company Limited.

Supplemental Agreement, dated 23rd December, 1897, between the Amblecote Parish Council and the British Electric Traction Company Limited.

Agreement, dated the 29th June, 1900, between the Urban District Council of Stourbridge and the British Electric Traction Company Limited.

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

10. To alter, amend, and extend, or to repeal all or some of the provisions of the several Orders hereinbefore referred to, and any other Orders or any Acts relating to the Company.

11. On or before the 20th day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 15th day of November, 1902.

SYDNEY MORSE, 37, Norfolk-street, Strand, W.C., Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

NORTH CHESHIRE TRAMWAYS.

(Powers to British Electric Traction Company Limited for Construction of Tramways and Acquisition of Lands in North Cheshire and Lancashire; Mechanical and Electrical Power; Generating Stations; Variation of Provisions of Tramways Act, 1870, as to Purchase of Undertaking and other matters; Transfer or Exercise by Local Authorities of Powers to Construct Tramways, &c., and Leases thereof to Company; Running Powers over Manchester Corporation Tramways; Agreements with and Powers to Local Authorities and others; 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 British Electric Traction Company Limited (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To empower the Company to construct, lay down, maintain and use, with all proper rails, plates and conveniences connected therewith, the tramways hereinafter described, or some or one of them, all in the counties of Chester and Lancaster.

[Where in the description of any of the proposed 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 if produced would intersect each other, and a point described as being opposite a street or road is to be taken unless otherwise stated as being opposite the centre of the street or road.]

The tramways proposed to be authorized by the intended Act will be situate in the counties of Chester and Lancaster, and are:—

Tramway No. 1.—Wholly in the parish and urban district of Stretford, commencing in Chester-road by a junction with the existing tramways of the Manchester Corporation at a point 130 yards or thereabouts south of the junction of Barton-road and Chester-road, passing thence along Chester-road in a southerly direction over Crossford Bridge, over the River Mersey, and terminating at the junction of Chester-road and Cross-street, at a point 60 yards or thereabouts south of the southern abutment of Crossford Bridge, and on the boundary line of the counties of Lancaster and Chester, and of the urban districts of Stretford and Sale.

Tramway No. 2.—To be situate in the parishes and urban districts of Sale and Ashton upon Mersey, commencing in Cross-street by a junction with the Tramway No. 1 at its termination before described, passing thence along Cross-street to its termination and junction with Washway-road, and thence along Washway-road to a point in that road at the intersection of that road with Urban-road and Barker's-lane.

Tramway No. 3.—Wholly in the parish and urban district of Sale, commencing by a junction with Tramway No. 2, before described, at a point

in Cross-street, 30 yards or thereabouts north of the intersection of that street with Chapel-road, passing thence along Chapel-road to Tatton-road, and along this latter road to its junction with School-road, thence along School-road in an easterly direction and terminating at a point in School-road in line with the parapet wall forming the boundary between Chapel-road and the Bridgewater Canal property.

Tramway No. 4.—Wholly in the parish and urban district of Sale, commencing by a junction with Tramway No. 3 at its termination before described, passing along the road over the canal and railway bridges known as Sale Bridge, and terminating 1 yard or thereabouts east of the line of the eastern face of Sale Station buildings.

Tramway No. 5.—Wholly in the parish and urban district of Sale, commencing by a junction with Tramway No. 4 at its termination before described, passing thence along Northenden-road, and terminating in that road opposite Hampson-street.

Tramway No. 6.—Wholly in the parish and urban district of Sale, commencing by a junction with Tramway No. 5 at its termination before described, passing thence along the continuation of Northenden-road, and terminating at the point where the boundary line of the parishes of Sale and Northenden crosses that road 23 yards or thereabouts south of the southern boundary fence of the Industrial School.

Tramway No. 7.—Wholly in the parish and urban district of Sale, commencing by a junction with Tramway No. 4 at a point 5 yards or thereabouts west from its termination before described, passing thence along Broad-road to Oldfield-road and along the latter road, terminating at a point 50 yards or thereabouts from the termination of that road.

At 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 outside of the footpath and the nearest rail of the tramway on the side or sides of the streets or roads hereinafter mentioned, or, if no side is mentioned, on both sides of the street or road (that is to say):—

Tramway No. 2.—(a) In Cross-street on the east side thereof, between points respectively 20 yards or thereabouts, and 80 yards or thereabouts south from the commencement of the tramway.

(b) In Cross-street, on the east side thereof, between points respectively 198 yards or thereabouts, and 270 yards or thereabouts south from the commencement of the tramway.

Tramway No. 3.—(a) In Chapel-road, from a point about 33 yards east from Cross-street to Tatton-road, where the tramway leaves Chapel-road.

(b) In Tatton-road, for, on the east side, a distance of 88 yards or thereabouts, and on the west side a distance of 96 yards or thereabouts from its junction with Chapel-road.

(c) In Tatton-road, for a distance of 95 yards or thereabouts north from the north side of School-road.

Tramway No. 4.—On Sale Bridge, on the north side between a point 20 yards or thereabouts from the commencement of the tramway to the west side of Britannia-road.

Tramway No. 5.—(a) In Northenden-road, between points respectively 12 yards or thereabouts, and 92 yards or thereabouts east from the east side of Hope-street.

(b) In Northenden-road from a point 50 yards or thereabouts east from the east side of Irlam-road, to a point 10 yards or thereabouts east from the east side of Derbyshire-road.

(c) In Northenden-road, from a point 10 yards or thereabouts west from the west side of Clarence-road, to a point 42 yards or thereabouts west from the west side of Beech-road.

(d) In Northenden-road, for a distance of 50 yards or thereabouts west from the termination of the tramway.

Tramway No. 6.—(a) In Northenden-road, from the commencement of the tramway for a distance of 198 yards or thereabouts.

(b) In Northenden-road, between points respectively 7 yards, or thereabouts and 88 yards or thereabouts east from the east side of Baguley-road.

(c) In Northenden-road, from a point 127 yards or thereabouts west from the west side of Moorfield-place to a point 36 yards or thereabouts from the termination of the tramway.

Tramway No. 7.—(a) In Broad-road from a point about 40 yards from the commencement of the tramway to Oldfield-road where the tramway leaves Broad-road.

(b) In Oldfield-road for the entire length of the tramway.

The tramways will be constructed on the gauge of 4 feet 8½ inches.

The power intended to be used for moving carriages or trucks upon the intended tramways is animal, electric, or any other mechanical power.

To authorize 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 intended tramways, or any of them, or any tramways or light railways leased to, run over, worked, or used by the Company, 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, or for forming junctions with the tramways of or which may be authorized to be constructed by the Lord Mayor, aldermen, and citizens of the city of Manchester (in this Notice referred to as "the Manchester Corporation").

2. To lay down, construct, erect, and maintain, on, in, under, or over, the surface of any street, road, 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 intended tramways or any tramways or light railways of or which may be authorized to be constructed by the Manchester Corporation, or by any other local authority, company, or person, or any tramways or light railways leased to or worked, run over, or used by the Company, or with which any tramways of the Company connect, or for connecting any portions of any such 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, watercourses, sewers, drains, pipes, wires, tubes, and apparatus for the purposes of constructing, maintaining, repairing, removing, altering, reinstating or working the intended tramways and works connected therewith, or for the other purposes of the intended Act or for the purpose of altering or adapting to the use of electrical or mechanical power any tramways or light railways leased to, run over, worked, or used by the Com-

pany or with which such tramways or light railways are connected.

4. To remove or discontinue the use of any of the intended tramways or any part thereof where necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

5. To levy tolls, rates, and charges for the use of the intended tramways or any tramways or light railways leased to or worked, run over or used by the Company, by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter tolls, rates, and charges on such tramways or light railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates or charges.

6. 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 intended Act.

7. To widen where necessary the carriage-way of any road along which the intended tramways are to be laid or in which any tramways or light railways of, or leased to, or worked or run over by them, and to be adapted by the Company for working by electrical or other mechanical power are or will be situate by reducing the width of the footpath or otherwise.

To authorize and empower the Company to enter upon, take, and use, compulsorily or otherwise, and to hold the lands hereinafter mentioned in the counties of Chester and Lancaster, or some of them, or some part or parts thereof respectively (that is to say):—

Tramway No. 1.—(a) In the parish and urban district of Stretford, a strip of land on the east side of Chester-road, from a point 27 yards or thereabouts north of the boundary between the counties of Lancaster and Chester, hereinbefore mentioned, to the boundary line.

Tramway No. 2.—In the parish and urban district of Sale. (b) A strip of land with buildings thereon on the east side of Cross-street, from the said boundary of the counties of Lancaster and Chester, to a point 145 yards or thereabouts south thereof.

(c) A strip of land on the east side of Cross-street, between points 181 yards or thereabouts and 307 yards or thereabouts from the said boundary between the counties of Lancaster and Chester.

Tramway No. 3.—In the parish and urban district of Sale. (a) A strip of land with the building thereon, on the north side of Chapel-road, extending from the east side of Cross-street, to a point 27 yards or thereabouts east of the east side of the private road called Symons-road.

(b) Land on the south side of Chapel-road and the west side of Tatton-road at their junction.

(c) A strip of land on the west side of Tatton-road from the south corner of the private road called Ashfield-road to the north-east corner of the new bank buildings forming the west corner of Tatton-road and School-road.

(d) The piece of land with all buildings thereon forming the east corner of Tatton-road with School-road.

Tramway No. 6.—In the parish and urban district of Sale. A strip of land on the north and north-east side of Northenden-road, extending in an easterly and south-easterly direction from a

point about 14 yards from the south-west corner of the house at the corner of Northenden-road and Wythenshawe-road to the northern fence of the Industrial School.

To empower the Company to acquire, by compulsion or agreement, and to hold the lands hereinafter described, and to construct, maintain, and use, in and upon those lands a station or stations for generating, transforming, transmitting and distributing electrical energy with all necessary engines, dynamos, apparatus, and machinery for that purpose, and to generate, transform, transmit, apply, and distribute such energy accordingly.

The lands hereinbefore referred to are :—

Certain lands in the parish and urban district of Sale lying on the south-east side of and adjoining the Manchester South Junction and Altrincham Railway, and bounded on the south-west by houses and premises fronting on the east side of Oldfield-road and being the property numbered 57 on the 25-inch Ordnance Map of that parish (second edition, 1898) together with a right of access to the said lands from Oldfield-road over the vacant land on the east side of Oldfield-road situate about 50 yards from the northern end of that road.

To authorize the Company to purchase so much only of any house, building, manufactory or property as may be required for the purposes of the Company and the proposed tramways, notwithstanding anything contained in the 92nd Section of the Lands Clauses Consolidation Act, 1845.

To empower the Company on the one hand, and any authority having the control or management of the streets or roads along which any tramway or light railway belonging or leased to or run over worked or used by the Company are or are intended to be laid 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 or of the carriage way thereof, the laying down, maintaining, renewing, repairing, working and using of such 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 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 after such extended period from the passing of the intended Act, and on such terms and conditions and in such events as may have been or may be agreed upon between the Company and the said local authorities or any of them, or as the intended Act may authorize or prescribe; and to authorize and require any local authority in whose district any portion of the intended tramways will be situate, in the event of the purchase by them of all or any of the tramways of the Company, or any part or parts thereof, to purchase also all the requisite plant of the Company used for the purpose of working the said tramway or tramways, or the said part or parts thereof, by electrical or other power, and to confer on any such local authority, whether acting severally or conjointly with any other or others, all necessary powers in relation to such purchase, including the power of borrowing money.

To make special provision for the prevention of damage to the intended tramways or any tramways of, or leased to, or worked, or run over or used by the Company or any works connected therewith respectively.

To make provision for the transfer to or otherwise for the exercise by the local authorities of the several districts in which the said intended tramways will be situate of all or some of the powers of the intended Act, and to empower the said local authorities respectively to construct the portions of the intended tramways within their respective districts and to exercise in relation thereto all or some of such powers accordingly upon and subject to such terms and conditions as may have been or may be agreed upon between the Company and the said local authorities respectively or as may be prescribed or authorized by the intended Act, and, so far as may be necessary or expedient for the purposes aforesaid, or any of them, to vary in relation to the said intended tramways the provisions of section 44 of the Tramways Act, 1870, and to make provision for the granting by the said local authorities to the Company of leases of the portions of the intended tramways within their respective districts, if and when constructed or acquired by them for such periods, upon such terms and conditions, and in such manner as may have been or may be agreed upon as aforesaid, or as may be prescribed or authorized by the intended Act, and to empower the said local authorities to apply their funds, rates, and revenues to the purposes aforesaid, and any other purposes of the intended Act, and for those purposes to borrow moneys upon the security of the said funds, rates, and revenues or otherwise, and to authorise agreements between the Company and the said local authorities with respect to all or any of the matters aforesaid, 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.

To enable the Company, and any company, body or persons for the time being working or using their tramways, or any part thereof, to run over, work, and use with their engines, carriages, wagons, officers and servants, for purposes of every description, and upon such terms and conditions and on payment of such tolls as may be agreed on or may be settled by arbitration or provided by the intended Act, so much of the tramways of the Manchester Corporation as forms part of any route between the commencement of the intended Tramway No. 1 hereinbefore described, and the western end of Deansgate, Manchester.

To alter, amend, or repeal the provisions of the Manchester General Improvement Act, 1857, the Manchester Corporation Tramways Orders, 1875, 1878, 1881, 1893, 1896, and 1897, the Manchester Corporation Acts, 1891, 1897, and 1901, the Manchester Corporation Tramways Acts, 1899 and 1900, and any other Act or Acts, or Order or Orders relating to the Manchester Corporation or their tramways.

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 Act, and to confer other rights and privileges.

The intended Act will incorporate the provisions of the Tramways Act, 1870, or some of them, with such exceptions, alterations, or amendments as hereinbefore mentioned or otherwise, as may be deemed expedient, and especially but not exclusively those relating 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 the tramways of flange-wheeled carriages, &c., to bye-laws and to offences, and will enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned in regard as well to the

intended tramways as to any other works proposed to be authorized by the intended Act.

And notice is hereby also given, that, on or before the 29th day of November instant, plans and sections of the intended tramways and works, the plans showing also the lands intended to be taken compulsorily 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 Chester, at his office at Chester, and with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each of the urban districts of Stretford, Sale, and Ashton-upon-Mersey, together with a like copy of this Notice, will be deposited for public inspection with the Clerks of the respective Councils of those districts, at their respective offices.

Printed copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office, House of Commons.

Dated this 17th day of November, 1902.

SUTTON, ELLIOTT, TURNBULL, and MAYNE,
Manchester, Solicitors.

SHERWOOD and Co 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

WELLINGBOROUGH AND DISTRICT TRAMROADS.

(Construction of Tramroad and Bridge Widening in the County of Northampton; Abandonment of Authorized Tramroad; Breaking Up Streets; Compulsory Purchase of Lands; Power to Work Tramroad by Electric Power; to Lay Down Wires, &c.; Tolls, &c.; Powers to and Agreements with Northamptonshire County Council and Local and other Authorities; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the British Electric Traction Company Limited (in this Notice called "the Company") for leave to bring in a Bill for the purposes following, or some of them (that is to say):—

1. To authorize the Company to construct, maintain and work the tramroad hereinafter described with all necessary and proper rails, sidings, junctions, works and conveniences connected therewith (that is to say):—

A tramroad commencing in the main road between Higham Ferrers and Irthlingborough by a junction with Tramroad No. 16A authorized by the Wellingborough and District Tramroads Act, 1900 (hereinafter referred to as "the Act of 1900") at a point 45 yards or thereabouts south of the level crossing of the London and North Western Railway over the said main road at Higham Ferrers Station, proceeding thence in a westerly direction along that road and into and terminating in High-street East, Irthlingborough, by a junction with Tramroad No. 18 authorized by the Act of 1900 at a point opposite the western corner of Lime-street, which said intended tramroad will be situate in the parishes and places following, or some of them (that is to say):—the parish of Chelveston-cum-Caldecot and the parish and urban district of Irthlingborough, all in the county of Northampton.

2. Between the following points the said tramroad will be laid along the said main road

between Higham Ferrers and Irthlingborough 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 road and the nearest rail of the tramroad.

(i) On the east side from the commencement of the tramroad for a distance of 27 yards.

(ii) On the southern side from a point 32 yards or thereabouts north-west of the London and North Western Railway level crossing to the termination of the tramroad.

(iii) On the northern side from a point 32 yards or thereabouts north-west of the London and North Western Railway level crossing to the eastern side of the Gas Works at Irthlingborough.

(iv) On the northern side from the western side of the said gas works to the termination of the tramroad.

3. To empower the Company in the parish of Chelveston-cum-Caldecot and the parish and urban district of Irthlingborough, to widen on both sides thereof the bridge carrying the main road from Higham Ferrers to Irthlingborough over the River Nene, and to authorize, and if thought fit to require the County Council of Northamptonshire, the Mayor, Aldermen, and Burgesses of the borough of Higham Ferrers, the Irthlingborough Urban District Council, and the Thrapston Rural District Council, or some or one of them to contribute towards the cost of such widenings, and to borrow money and apply their rates and funds for that purpose, and to make provision for the exercise by the said County Council of all or some of the powers of the intended Act with respect to the widening of the said bridge.

4. To empower the Company to purchase or acquire compulsorily or by agreement, and to hold the lands hereinafter mentioned or some of them, or some part or parts thereof respectively (that is to say):—

In the parish of Chelveston-cum-Caldecot and in the parish and urban district of Irthlingborough:—

(a) A strip of land on the southern side of the main road from Higham Ferrers to Irthlingborough and the bridge and approaches thereto carrying the said road over the River Nene Navigation between points respectively 0.50 chain and 12.00 chains, or thereabouts, measured in a north-westerly direction from the level crossing of the London and North Western Railway over the said road, and the bed and channel of the said river at and adjoining the said bridge.

(b) A strip of land on the northern side of the main road from Higham Ferrers to Irthlingborough and the bridge and approaches thereto, carrying the said road over the River Nene Navigation, between points respectively 3.40 chains and 12.20 chains, or thereabouts, measured in a north-westerly direction from the level crossing of the London and North Western Railway over the said road and the bed and channel of the said river at and adjoining the said bridge.

In the parish and urban district of Irthlingborough:—

(c) A strip of land on the north side of the said main road between the Gas Works and the eastern boundary wall of the Manor House.

(d) A strip of land and buildings thereon, situate on the south side of the said main road between Lime-street and a point 11 chains, or thereabouts, measured in an easterly direction therefrom.

5. The power intended to be used for moving carriages or trucks on the intended tramroad will be animal or electrical power, and the gauge of the intended tramroad will be 4 feet 8½ inches, and it is not proposed to run on the said tramroad carriages or trucks adapted for use upon railways.

6. To authorize the Company—

(a) To lay down, construct, erect, and maintain on, in, over, or under the surface of any street, road, bridge, or place, or any lands, and to attach to any house or building all such cables, electric mains, wires, conductors, posts, plates, tubes, boxes, apparatus, and appliances as may be necessary or convenient for the working of the tramroad; and to make and maintain such openings in or under the surface of such streets, roads, and bridges as may be necessary or convenient, and to erect and maintain engines, works, dynamos, batteries, accumulators, and other apparatus for generating, transforming, and distributing electricity for the purpose of working the intended tramroad.

(b) To enter upon, open and break up the surface of, cross, alter and stop up and divert or otherwise interfere with streets and roads (public and private), tramways, footways, railways, sewers, drains, pipes, tubes, wires, apparatus, matters, and things within the parishes and places aforesaid, or any of them for the purposes of the aforesaid works or of the intended Act.

(c) To deviate laterally from the lines of the intended works shown on the plans hereinafter mentioned, and vertically from the levels thereof as shown on the sections hereinafter mentioned to such an extent as notwithstanding any general Act of Parliament relating to such matters the Company may deem expedient or the intended Act may prescribe.

(d) To make from time to time such crossings, passing places, interlacing lines, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended tramroad or the authorized tramroads of the Company, or for facilitating the passage of traffic in the streets and roads, and providing access to any stables or carriage sheds or works, and to erect and use such stables and sheds and offices, buildings, and conveniences.

(e) To remove or discontinue the use of any part of the intended tramroad, when by reason of the execution of any work 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 parishes or places, and maintain so long as occasion may require, a temporary tramroad in lieu of the part of the tramroad so removed, or discontinued to be used or intended so to be.

(f) To empower the Company, subject to such conditions or restrictions (if any), as may be prescribed or provided for by the intended Act, to lay down single in lieu of double lines or double in lieu of single lines, or interlacing lines in lieu of double or single lines on the intended tramroad.

(g) To demand, take, and recover tolls, rates, and charges for the use of the intended tramroad, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and charges.

7. To make provision for the use and disposal by the Company of any paving or road materials extracted by the Company in the construction of

the proposed works or exercise of the powers of the intended Act.

8. To authorize the Company to abandon the construction of Tramroad No. 17 authorized by the Act of 1900.

9. To empower the Company notwithstanding the provisions of section 25 of the Act of 1900, to use carriages adapted for use on railways on the tramroads authorized by the Act of 1900, or some part or parts thereof.

10. To empower the Company 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 power to or by the Company by or to such local authority, company, body, or person.

11. To empower the Company on the one hand and the several local and road authorities and other bodies and persons having respectively the control and management of any bridge, street, or road over or along which the tramroad is intended to be laid, or any of them, 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 bridge, street, or road, the laying down, maintaining, renewing, repairing, working and using of the intended tramroad and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages or traffic over and along the same, or with respect to any of the purposes or objects of the intended Act in which they are interested.

12. To extend and make applicable to the intended tramroad (if and so far as prescribed or provided for by the intended Act) the provisions of the Act of 1900, and to enable the Company to exercise and enjoy in respect thereof, all or any of the powers, rights, privileges and authorities conferred upon them by the said Act, and to incorporate in the intended Act and apply to the Company in relation to the intended tramroad so far as the same are respectively applicable, and whether with or without alteration, all or some of the provisions of the Railways Clauses Consolidation Act, 1845, and the Railway Clauses Act, 1863, the Tramways Act, 1870 (except section 43 of that Act), so far as the same are applicable to such parts of the tramroad as will be situate in public roads and especially but not exclusively the provisions of that Act with respect to the breaking up, re-instatement, 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 and to offences, and to incorporate with the intended Act the Lands Clauses Acts, with such modifications in respect to the settlement of compensation and other matters as may be prescribed or authorized by the intended Act, and to exempt the Company and the intended tramroad from any of the provisions of such Acts, including the provisions of section 92 of the Lands Clauses Consolidation Act, 1845.

13. To vary and extinguish all powers, rights, authorities, and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into effect any of the objects and purposes of the intended Act, and to confer other powers, rights, authorities, and privileges.

14. To alter, amend, extend, or repeal all or some of the provisions of the Act of 1900, and any other Act relating to the Company.

15. And notice is hereby also given, that plans and sections showing the lines, situation, and levels of the works proposed to be authorized by the intended Act, and the lands, houses, and other property which may be taken or used com-

pulsorily by or under the powers of the intended Act, together with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northampton, at his office at Northampton, in that county, and that on or before the said 29th day of November, a copy of so much of the said plans, sections, and book of reference as relates to the Urban District of Irthlingborough, and the parish of Chelveston-cum-Caldecot respectively, will be deposited for public inspection in the case of the said Urban District with the Clerk of the District Council thereof at his office; and in the case of the said Parish with the Clerk of the Parish Council thereof, at his residence.

16. Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1902.

SYDNEY MORSE, 37, Norfolk-street,
Strand, W.C., Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

STAFFORDSHIRE AND WORCESTERSHIRE CANAL.

(Powers to Company with respect to raising Additional Capital and Borrowing Powers; Purchase, &c., of Tugs, &c.; Subscriptions, Loans, and Payments to other Companies; Powers to Company and the Mayor, Aldermen, and Burgesses of the County Borough of Wolverhampton with respect to Waterworks at Tettenhall, in the County of Stafford, and Confirmation of Agreements; Constituting Hatherton Branch Canal part of Undertaking of Company; Confirming Lease of River Sow and Premises at Stafford; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Staffordshire and Worcestershire Canal Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

1. To empower the Company to raise further moneys by the creation and issue of new shares and stock, and debenture stock, and by borrowing or by any one or more of such means, and to attach to all or some of such new shares and stock such guarantees, preferences, priorities, rights, privileges, exemptions, or advantages as may be found desirable, or as the intended Act may prescribe or authorize, and to enable the Company to apply such additional moneys or any part thereof, and any other moneys or funds belonging to them, or which they may be authorized to raise, to the purchase, hire, construction, provision, or acquisition of tugs, trows, boats, rolling stock, appliances, works, and conveniences, and to other purposes of the Act 8 and 9 Victoria, cap. 42, entitled "An Act to enable Canal Companies to become carriers of goods upon their canals," and to any special purposes which may be prescribed or authorized by the intended Act, and to the general purposes of the Company.

2. To empower the Company to purchase, hire, or acquire all or any part of the tugs, trows, boats, rolling stock, appliances, works, conveniences, property and effects of any company carrying goods and merchandise on the River Severn and communicating navigations, and to

subscribe for or take, purchase, or acquire and hold any shares, stocks, mortgages, debentures, debenture stock, or other securities of any such company and to lend money on any such securities and to authorize agreements between the Company and any such company with respect to all or any of the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

3. To authorize the Company from time to time to contribute and pay to the River Severn Horse Towing Path Extension Company (hereinafter called "the Towing Path Company") such annual or other sums of money for or towards the maintenance by the Towing Path Company of their towing path and other property and works upon and subject to such terms and conditions as may be agreed between the Company and the Towing Path Company, or as may be authorized or prescribed or provided for by the intended Act.

4. To authorize and empower the Company upon and subject to such terms and conditions as may be prescribed by the intended Act, or as may be agreed between them and the Mayor, Aldermen, and Burgesses of the borough of Wolverhampton to consent to the further excavations and deepening of the works at Tettenhall referred to in section 24 of the Wolverhampton Waterworks Act, 1845, and sections 10 and 11 of the Wolverhampton Waterworks Amendment Act, 1850, and to empower the Company and the said Mayor, Aldermen, and Burgesses to enter into and carry into effect agreements in regard to the matters aforesaid, to confirm or give effect to any such agreement entered into prior to the passing of the intended Act, and to amend the said Acts and the Wolverhampton Improvement Act, 1869.

5. To constitute the canal known as the Hatherton Branch Canal, in the county of Stafford, and the reservoir locks and other works connected therewith, part of the Undertaking of the Company and to vest in or provide for the transfer to and vesting in the Company of all lands, buildings, and property, or estates, rights, or interests therein (if any) now vested in or held by any person or persons in trust for or on behalf of the Company in connection with or for the purpose of the said Branch Canal, and to extend and make applicable thereto all or some of the provisions of the several Acts and Orders of or relating to or affecting the Company or their Undertaking, and the tolls and charges to be taken or levied thereon as fully and effectually in all respects as if the said Branch Canal and the lands and works held or used therewith or for the purposes thereof had formed part of the Undertaking of the Company, authorized by the said Acts and Orders, or to which those Acts and Orders relate.

6. To confirm a lease of part of the River Sow and premises at Stafford, held under the Right Honourable Baron Stafford by Trustees for the Company, and to authorize the Company to take further leases of the premises and to extend and make applicable thereto all or some of the provisions of the several Acts and Orders of or relating to the Company or their Undertaking and the tolls and charges to be taken or levied thereon.

7. To vary or extinguish all existing rights and privileges which would in any way impede or interfere with any of the purposes or objects of the intended Act, and to confer other rights and privileges.

8. To alter, amend, extend, or repeal all or some of the powers and provisions of the several

Acts and Orders hereinbefore mentioned or referred to, and also of the several Acts following, or some of them (that is to say):—

The Act (local and personal) 6 Geo. III, cap. 97, and all other Acts relating to the Company.

The Act (local and personal) 43 Geo. III, cap. 129, and all other Acts relating to the Towing Path Company.

The Acts (local and personal) 8 and 9 Vict., cap. 135, and 13 and 14 Vict., cap. 74, and all other Acts relating to the Wolverhampton Waterworks Company.

The Act (local and personal) 32 and 33 Vict., cap. 131, and all other Acts relating to the county borough of Wolverhampton.

9. And notice is hereby given, that on or before the 20th day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 14th day of November, 1902.

NEVE, CRESSWELL, and SPARROW, Wolverhampton, Solicitors.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Light Railway Commissioners—November, 1902.

DONCASTER CORPORATION LIGHT RAILWAYS (EXTENSIONS).

NOTICE is hereby given that application is intended to be made in the present month of November to the Light Railway Commissioners by the Mayor, Aldermen, and Burgesses of the borough of Doncaster, in the county of York, for an Order under the Light Railways Act, 1896, to authorize the construction in the West Riding of the county of York of the following railways, namely:—

A Railway No. 6b, wholly in the parish and borough of Doncaster, commencing by a junction with the existing Railway No. 6a in the road to the Race Stands at its termination, passing thence by a double line along that road to its junction with Town Moor Avenue, and thence by a single line along the south-western, north-western, north-eastern, and south-eastern sides of the open space or square adjoining the Grand Stands, and terminating by a junction with the said double line at the southernmost corner of the said open space or square.

A Railway No. 7a, commencing in the parish and borough of Doncaster by a junction with the existing Railway No. 7 at its termination in Carr House-road, and terminating in the parish of Carr House and Elmfield in the rural district of Doncaster, at a point in Carr House-road about $1\frac{1}{2}$ chains north-east of Childers-street.

A Railway No. 8, wholly in the parish and borough of Doncaster, commencing in High-street by a junction with the existing railway at a point about half a chain south-east of the junction with that street of Priory-place, and terminating in the open space at the junction of St. Sepulchre-gate and Station-road by junctions with the existing railways in St. Sepulchre-gate and Station-road respectively.

A Railway No. 9, commencing in the parish and borough of Doncaster by a junction with the existing railway in Nether Hall-road at a point about half a chain south-west of the junction therewith of Broxholme-lane, and terminating in the parish and urban district of Wheately at or near the junction of Beckett-road and Avenue-road.

A Railway No. 10, wholly in the parish and borough of Doncaster, commencing by a junction

with the existing railway in St. Sepulchre-gate at a point opposite its junction with Cleveland street, and terminating in the last-named street at its junction with Green Dyke-lane.

And to amend the provisions of section 73 of the Doncaster Corporation Light Railways Order 1899, as extended by the Board of Trade under the provisions of section 16, sub-section (3), of the Light Railways Act, 1896, and by the Doncaster Corporation Light Railways (Deviation and Extension) Order, 1902, by increasing the amount which the Corporation are authorized to borrow under that section.

Dated this 17th day of November, 1902.

R. A. H. TOVEY, Town Clerk, Doncaster.

SHERWOOD and Co., 7 Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

NORTH MIDDLESEX GAS.

(Additional capital; Further provisions as to depreciation, insurance and reserve funds, and as to sliding scale, provisions regulating the supply of Gas generally, and for Gas Engines, &c., and as to anti-fluctuators, prevention of waste, gas-fittings, notices of removal and discontinuance, workmen's houses, and auditors, and other matters; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North Middlesex Gas Company (hereinafter called "the Company") for an Act for all, or some, of the following purposes (that is to say):—

(1) To authorize the Company to raise additional capital by the creation and issue of new shares or stock, and by borrowing and by the creation and issue of debenture stock, or by any one or more of those methods, and to attach to such shares or stock such guarantee, preference, or priority of dividend or other advantages or rights as the intended Act may define.

(2) To empower the Company to set aside out of such part of their revenue or income as may be prescribed or provided for by the intended Act such annual or other sums as they may think fit or as the intended Act may authorize, for the purpose of forming a fund for the renewal, replacement, and repair of the works and property of the Company, and to provide for the application of the fund so formed accordingly, and for the investment of the moneys forming such fund, and of the interest to arise therefrom.

(3) To repeal, alter or amend the provisions of section 33 (as to insurance fund), section 35 (as to reserve fund), and section 62 (making the dividend dependent on the price of gas) of the North Middlesex Gas Company's Act 1895, and to make provision whereby the standard price, the dividends on the capital of the Company, and the payments to the insurance fund, shall depend upon the profits of the Undertaking of the Company, for each half year instead of each year as provided by those sections.

(4) To make or provide for the making of provisions for preventing the waste and misuse of gas, for rendering it obligatory on consumers of gas for gas engines to provide anti-fluctuators or other like machines or apparatus for controlling and causing the regularity of the use of gas for such engines.

(5) To empower the Company to provide, sell, let, and deal in gas-fittings, engines, stoves, and other appliances for heating and lighting purposes, and to exempt such fittings from liability to distress, and to make provision as to notices of removal and of discontinuance of

supply and as to supply to persons in debt to the Company, and other matters.

(6) To authorize the Company on any lands belonging to or leased by them to erect or acquire, fit up and maintain and let houses, cottages and dwellings for the officers and servants of the Company.

(7) To make further provision as to the appointment of Auditors of the Company, and as to determining the remuneration of the Secretary of the Company.

(8) To vary and extinguish all or any rights and privileges inconsistent with or which would interfere with any of the objects or purposes of the intended Act, and to confer other rights and privileges.

(9) To alter, amend, vary, or repeal all or any of the provisions of the North Middlesex Gas Company's Act, 1895, or any other Act relating to or affecting the Company.

(10) Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1902.

MERRIMAN, PIKE, and MERRIMAN, 3,
Mitre-court, Temple, E.C., Solicitors.

SHERWOOD and Co., 7, Great George-
street, Westminster, Parliamentary
Agents.

Light Railway Act. 1896.

THE MID-SUFFOLK LIGHT RAILWAY.

(Extension of Time for the Compulsory Purchase of Land and Construction of the Railways; Power to carry out certain Accommodation Works; to Modify Plans and Sections of Part of Railways Nos. 1 and 3; and for Compulsory Purchase of Certain Lands not included in the Schedule for the Purpose of the Mid-Suffolk Light Railway Order, 1900).

Before the Light Railway Commissioners.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners for all or some of the purposes followed, that is to say:—

That the following crossings of public roads on Railway No. 1 shall be constructed:—

Reference No. 15.—Silver-street at 0 miles 5 furlongs or thereabouts, in the parish of Old Newton, by a level crossing.

Reference No. 91.—Road by the Ford at 4 miles 6 furlongs or thereabouts, in the parish of Mendlesham, by a level crossing.

Reference No. 265.—Road to Horham at 14 miles or thereabouts, in the parish of Horham, by a level crossing.

That compulsory power be given to acquire the following land on the line of route of Railway No. 1:—

Part of fields, Nos. 187 and 188, in the parish of Kenton, and No. 201 in the parishes of Bedingfield and Southolt.

That the plan and section of Railway No. 3 be modified in accordance with plans and section deposited with this application from 5 miles 2 furlongs 4·5 chains or thereabouts to 8 miles 0 furlongs 5 chains or thereabouts through the parishes of Otley, Swiland, and Winesham.

That compulsory power be given to acquire certain lands in fields Nos. 92, 95, 96A, 99, and 101 in the parish of Otley.

That the time limit by the Mid-Suffolk Light Railway Order, 1900, for the compulsory purchase of lands for the purposes of the Order be extended, and that the time for the constructions of the railways be extended.

A plan and section of the said modifications and accommodation works, together with a book

of reference thereto, and an Ordnance Map with the lines of the railway delineated thereon, may be seen, on or before the 30th day of November inst., at the office of Messrs. W. H. Smith and Son, Gresham House, London, E.C., at all reasonable hours on any day except Saturday and Sunday. A plan and section, a book of reference and Ordnance Map, were deposited for public inspection with the Clerk of the East Suffolk County Council and of the several parishes and District Councils through which the proposed modifications and accommodation works are proposed to pass in the month of November, 1902.

Copies of the draft amending Order can be obtained on and after the 30th inst., at the office of the undermentioned Solicitors, at the price of one shilling per copy. Any objections to the proposed applications must be made in writing to the Secretary Light Railway Commissioners, 54, Parliament-street, London, S.W., and copies of such objection should at the same time be sent to the undersigned, Solicitors for the Promoters.

Dated 18th day of November, 1902.

W. H. SMITH and SON, Gresham House,
London, E.C., Solicitors for the Mid-
Suffolk Light Railway.

Board of Trade.—Session 1903.

BRIDGWATER AND DISTRICT ELECTRIC LIGHTING.

(Powers to the Bridgwater and District Electric Supply and Traction Company Limited to supply Electricity for Public and Private purposes within the Borough of Bridgwater and parts of the Parishes of Bridgwater Without, Durleigh, and Wembdon, all in the County of Somerset; Construct Works; Acquire, Use, and Dispose of Lands; Make and Recover Rates and Charges; Break up and Cross Streets, Bridges, Railways, and Tramways; Manufacture, Hire, Sell, and Let Electric Apparatus; Enter into Contracts, Transfer Undertaking; and other incidental powers.)

NOTICE is hereby given, that the Bridgwater and District Electric Supply and Traction Company Limited (hereinafter referred to as "the Undertakers"), whose registered address is King-square, Bridgwater, in the county of Somerset, intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter referred to as "the 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 authorize the Undertakers to establish stations and works, and generally produce, purchase, store, supply, and distribute 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 area hereinafter defined, (that is to say):—

The whole of the borough of Bridgwater.

So much of the parish of Bridgwater Without as is included within a boundary line commencing in the Bath-road at the point of intersection of that road by the borough boundary, thence proceeding in a north-easterly direction along such road to its junction with Bower-lane, thence in a south-easterly and southerly direction along Bower-lane and Dunwear-lane to the parish boundary in the centre of the River Parrett, thence following the parish boundary so far as the same is shown upon the 6-inch Ordnance Map, Somerset, Sheet L, S.E. (published in 1891), thence in a due westerly direction until it again meets the parish boundary, and thence

following the parish boundary to the point of intersection before mentioned.

The parish of Wembdon, except such portions of the said parish to the north as are not shown on the 6-inch Ordnance Map, Somerset, Sheet L, S.W. (published in 1890).

The parish of Durleigh, except such portions of the said parish to the south as are not shown on the 6-inch Ordnance Map, Somerset, Sheet L, S.W. (published in 1890), the whole of which area is situate within the county of Somerset, and is hereinafter referred to as "the area of supply."

2. To make, execute, construct, place, and maintain on any lands now belonging to them, or which they may hereafter acquire, all such works, buildings, engines, dynamos, meters, machinery, mains, wires, pipes, conductors, appliances, apparatus, matters, and things as may be necessary or expedient for or incidental to the production, storage, supply, and distribution of electricity, electrical power, and energy, and for other the purposes of the Undertaking, 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 the Electric Lighting (Clauses) Act, 1899, and enactments incorporated therewith, and any Act amending or extending the same respectively, and such other rights and powers as may be conferred by the Order.

3. For all or any of the purposes aforesaid, or other the purposes of the Order, to use any lands vested in or held by them, and to purchase by agreement, take on lease, or otherwise acquire any lands they may require or consider necessary, and from time to time to dispose of any lands acquired by them under the provisions of and for the purposes of the Order, and not for the time being required for the purposes thereof.

4. For all or any of the purposes of the Order to open, break up, stop up, or interfere with, and to cross and pass over, under, or along, as the case may require, all streets, roads, highways, footways, thoroughfares, railways, tramways, navigable rivers, canals, towing paths, water-courses, bridges, and places within the area of supply, and any sewers, culverts, drains, gas and water mains, pipes, and telegraphic, telephonic, and electric apparatus in, over, under, or along the same respectively, and to lay down, erect, maintain, renew, and remove all such electric lines, conductors, mains, pipes, tubes, wires, posts, boxes, switches, meters, apparatus, and things as may be necessary for the purposes aforesaid, or other the purposes of the Order.

5. 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 or electrical energy and power.

6. To manufacture, purchase, hire, sell, and let dynamos, meters, burners, lamps, accumulators, engines, conductors, machinery, fittings, appliances, and apparatus for and in relation to the production, supply, distribution, or utilization of electricity or electrical energy and power, and to make and recover rents and charges therefor.

7. To authorize the Undertakers to take, collect, and recover rents and charges for the supply of electricity or electrical energy and power, and the use of any machines, lamps, meters, fittings, or apparatus connected therewith, and to confer exemptions from payment thereof.

8. To enable the Undertakers 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 supply of electricity, electrical power, and energy, and as to the breaking up and interfering with any street, 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 authorize 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 Undertakers, and to confirm and give effect to any agreements which may have been or may be made in that behalf.

9. 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):—

Eastover, the Bridge over the River Parrett, Fore-street, Coruhill, High-street, Penel Orliou, North-street, Wembdon-road to its junction with Church-road, West-street, and Enmore-road as far as West India House.

10. To authorize the Undertakers to break up, pass, or cross over or under the following streets not repairable by the Local Authorities:—

Blacklands-road, Brown's Drive, Colley-lane, Crowpill-lane, The Drove Bristol-road, Gordon-terrace, Halesleigh-road Hamp Ward, Horsepond, Kidsbury-lane, King's-square, Liberty-place, Lyndale-avenue, The Leggar, Melbourne-terrace, New-road, New Town, Parkstone-avenue, Portland-place, Provident-place, Quantock-terrace, Railway Parade, River Side (West) from the Quay to the railway drawbridge near the River Parrett, and from such drawbridge to the borough boundary, the roads and quays belonging to the Great Western Railway Company adjoining or immediately contiguous to the Docks, Rosebery-avenue, Upper Rosebery-avenue, Saltlands-road, Southgate-avenue, St. Saviour's-avenue, Valetta-place, Wellington-place, and to cross, break up, or interfere with the following railways, tramways, and canals, so far as they are situate within the area of supply, viz.:—

(a) Railways. Great Western Railway as follows:—The bridge carrying the Bath road over the main line. The level crossing over the main line between Railway Parade and Wellington-place.

The level crossings over the branch line or communication works to the Docks at Bristol-road, at Bath-road, North Gate, and at the east and west ends of the railway bridge crossing the River Parrett, the railway lines and sidings at the docks and quays and on, adjoining, or contiguous thereto, and the railway lines and sidings and communication works and road between Bristol-road and the River Parrett.

Bridgwater Railway as follows:—The level crossing over the main line at The Drove Bristol-road, the level crossing over the branch line or communication works to the wharves adjoining the River Parrett.

(b) Tramways. Messrs. H. J. and C. Major Limited, at Salmon-lane.

(c) Canals. The Bridgwater and Taunton canal bridges at Taunton-road, Old Taunton-road, Hamp Ward, Albert-street, West-street, Wembdon-road, Victoria-road, and the Docks.

11. To confer on the Undertakers all rights, powers, and privileges necessary or convenient for carrying the objects and purposes of the Order into complete and full effect, or to vary and extinguish all rights and privileges which

would in any manner impede or interfere with those objects and purposes, and to confer other rights and privileges.^o

And notice is hereby further given, that (a) on or before the 29th day of November instant, a copy of this Notice as published in the London Gazette, and 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, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset at his office at Frome, with the Town Clerk of the borough of Bridgwater at his office at Bridgwater, and with the Clerk to the Rural District Council of Bridgwater at his office at Bridgwater, and also at the Board of Trade, Whitehall, London.

(b) Printed copies of the draft Order will be deposited at the Board of Trade on or before the 20th day of December next, and printed copies of the draft Order when deposited and of the Order when made can be obtained at the price of one shilling for each copy at the respective offices of the undersigned, and that

(c) 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, 1903, and a copy of such objection must also at the same time be forwarded to either of the undersigned.

Dated this 17th day of November, 1902.

REED and Co., Solicitors, Bridgwater.

TORR and Co., 19, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

Electric Lighting Acts, 1882 and 1888.

INGLETON ELECTRIC LIGHTING.

(Power to the Ingleton Electric Lighting and Power Company, Limited, to Produce, Store, and Supply Electricity, Electrical Energy, and Power within the Parishes of Ingleton and Thornton-in-Lonsdale, in the Rural District of Settle, in the County of York; 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 Ingleton Electric Lighting and Power Company, Limited, of and whose registered offices are situate at the Greta Printing Works, Ingleton, Yorkshire (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, and the Ingleton Electric Lighting Licence, 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, or to continue to produce, store, and supply electricity as defined by the said Acts, and by the Ingleton Electric Lighting Licence, 1899, electrical energy and power for all or some of the public and private purposes as defined by the said Acts and Licence within the parishes of Ingleton and Thornton-in-Lonsdale, in the rural district of Settle, in the county of York (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 area of supply, 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 area of supply, 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 purchase, hold and acquire, or take on lease any lands or interests or easements in or over lands, or to appropriate for the purposes of the Provisional Order any lands belonging to or held by them, and to empower the Company to sell or dispose of any lands not required for the purposes of the Undertaking.

To enable the Company to erect, maintain, continue, 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 manufacture, purchase, hire, sell, and let meters, lamps, accumulators, dynamos, fittings, plant, machinery, and other matters or things required for the purposes of the Order, and to acquire, work, and use patent rights for the producing, storing, controlling, distributing, measuring, and using, or otherwise relating to the supply of electricity.

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 enable the Company on the one hand, and any County Council, Corporation, District Council, Parish Council, or other local or sanitary or road authority, and any railway, tramway, or other company, person, or persons on the other hand, to enter into and fulfil agreements as to the execution and maintenance of the works, and 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 authorize 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, 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 local authorities, 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.

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 the Ingleton Electric Lighting Licence, 1899, and of the Acts or portions

of Acts incorporated with those Acts and Licence, and to confer upon the Company all or some of the powers within the area of supply which by the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act, 1899, and the Ingleton Electric Lighting Licence, 1899, 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 and Licence 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 within a period of two years after the commencement of the Order, to lay down or to continue where laid down, under the provisions of the Ingleton Electric Lighting Licence, 1899, electric lines in the following streets, namely:—Stores-common, Thacking-square, Sammy Croft-lane, Bull-ring, Church-street, Narrow-poverty, High-street, Hawes-road, Old Highway to Clapham, Upper-gate, Bentham-road, Brewery-lane, New-road, Ingleton; New-road, Thornton-in-Lonsdale, new road to Hollin Tree, Hollin Tree to Tansay-terrace, The Bank, Main-street, Bell Horse-gate, The Bottom, Parsons Brow, the roads leading to Thornton-in-Lonsdale Church, Vicarage and Halsteads.

A map showing the boundaries of the proposed area of supply, and the streets or roads within 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 inst., for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said county, and at the office of the Clerk to the Settle Rural District Council (T. E. Pearson, Clerk, Settle, Yorks).

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 offices of the Company, Greta Printing Works, Ingleton, Yorkshire, and at the office of Messrs. Tahourdins and Hitchcock, 20, Victoria-street, Westminster, London, S.W.

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, 1903. A copy must at the same time be sent to the undersigned Solicitors or Parliamentary Agents.

Dated this 22nd day of November, 1902.

J. C. WALKER DEAN and Co., 37, King-street West, Manchester, Solicitors.

TAHOURDINS and HITCHCOCK, 20, Victoria-street, Westminster, London, S.W., Parliamentary Agents.

Board of Trade.—Session 1903.

GORING AND STREATLEY DISTRICT WATER.

(Provisional Order.)

(Extension of Limits of Supply; New Works; Additional Lands; Increase of Capital; Change of Name of the Company, &c.)

NOTICE is hereby given, that the Goring and Streatley District Gas and Water Company Limited, hereinafter called "the Company," intend to apply to the Board of Trade on or before the 23rd day of December next, for a Provisional Order under the Gas and Water Works Facilities Act, 1870, to be confirmed by Parliament in the ensuing Session, for all or some of the following powers (that is to say):—

To extend, alter and define the limits within which the Company may supply water as defined by the Goring and Streatley District Gas and Water Order, 1888, so as to include the parishes of Moulsoford and Cholsey, in the county of Berks, and the parishes of Mapledurham, Kidmore, South Stoke, Checkendon, Ipsden, North Stoke, Mongewell, Newnham Murren, Crowmarsh Gifford, and Benson, in the county of Oxford, except any outlying and disconnected portions of any of such parishes.

To authorize the Company to construct, maintain and use the following waterworks, together with all requisite machinery, meters, valves, conduits, connections, mains, hydrants, pipes, filter beds, boreholes, pumps, tanks, embankments, dams, and other works and conveniences (that is to say):—

In the parish of Goring and county of Oxford:—

Work (a).—A filtering or softening tank, to be situate at the existing pumping station of the Company, on land belonging to them and now in their own occupation.

Work (b).—A reservoir and pumping station on land belonging to and in the occupation of the Company, and numbered 416 and 417 on the 25-inch Ordnance Map (2nd Edition, 1899) of the said parish of Goring, and adjoining and to the north-east of the existing reservoir of the Company.

In the parish of South Stoke and county of Oxford:—

Work (c).—A covered high service reservoir, to be called "the Greenmoor Hill Reservoir," situate at Greenmoor Hill, on land belonging to the Company, being the north-eastern part of a field numbered 131 on the 25-inch Ordnance Map (2nd Edition, 1899).

Work (d).—A pumping or rising main to be situate in the parishes of Goring and South Stoke, in the county of Oxford, commencing at the intended pumping station (Work b) hereinbefore described, crossing the field numbered 417 on the said 25-inch Ordnance Map in a north-easterly direction to the road leading from Grove Farm to Woodcote, thence eastward along the said road across and under the high road leading from Woodcote to Cray's Pond, into the field numbered 134 on the said Ordnance Map, under the footpath across the said field, and thence diagonally across the main road from Woodcote to Goring Heath, and thence under land belonging to the Company, and terminating in the intended Greenmoor Hill Reservoir.

A conduit or line of pipes (No. 1) commencing in the said Greenmoor Hill Reservoir, in the parish of South Stoke, passing thence into and along the road from Woodcote to Goring Heath, along Eastfield-lane, and along and terminating in the road leading to Goring at the western boundary of Elvendon Farm, in the parish of Goring.

A conduit or line of pipes (No. 2) commencing in the parish of South Stoke by a junction with (No. 1) in the road leading from Woodcote to Goring Heath, at the point where the said (No. 1) leaves the property of the Company, thence northward along the said Woodcote-road, through Woodcote, along Red-lane, thence crossing the Icknield Way and along Port Way, and into and along the Wallingford-road, and terminating in that road at the county boundary in the village of Crowmarsh Gifford.

A conduit or line of pipes (No. 3) in the parish of Goring, commencing in the road leading from Woodcote to Goring Heath at the junction thereof with the road leading to Eastfield-lane by a junction with (No. 1) and terminating in the said Goring Heath-road opposite the Post Office in the village of Goring Heath.

A conduit or line of pipes (No. 4) in the parish of Goring, commencing by a junction with (No. 1) in Eastfield-lane, at the junction of that lane with the road from Woodcote to Cray's Pond, passing thence southward along and terminating in the same road opposite the "Stag and Hounds."

A conduit or line of pipes (No. 5) commencing in the parish of South Stoke by a junction with (No. 2) at the four cross roads at Woodcote, thence through Woodcote past the schools to Checkendon and Stoke-row, and terminating in that road at or near Newland-lane, in the parish of Ipsden.

A conduit or line of pipes (No. 6) in the parish of South Stoke, commencing by a junction with (No. 2) at the said cross roads at Woodcote, passing along the road leading across the Icknield Way and under the Great Western Railway to South Stoke, thence along the South Stoke and Goring-road, and terminating in that road at the Goring parish boundary.

A conduit or line of pipes (No. 7) commencing in the Parish of South Stoke by a junction with (No. 5) in the Woodcote to Checkendon-road, at the junction of Exlade-street therewith, thence along Exlade-street to Cane End and towards Gallows Tree Common, thence along Wood-lane into Kidmore End, past St. John Baptist Church to Toker's Green, thence westward to Chazey Heath, thence to Tinker's Green, thence along Sheepways-lane to Trench Green, and terminating in the parish of Mapledurham in the road opposite St. Margaret's Church in Mapledurham.

A conduit or line of pipes (No. 8) commencing in the parish of Streatley by a junction with the conduit or line of pipes No. 2 authorized by the Goring and Streatley District Gas and Water Order, 1888, at the existing termination thereof in the Wallingford-road at Streatley, passing thence along the said road through Moulsoford and over the bridge crossing the Great Western Railway, thence along and under the said road to the junction thereof with Papist Way, along Papist Way in a westerly direction to Honey-lane, along Honey-lane to Cholsey, thence along the road from Cholsey to Wallingford, and into and terminating in the Wallingford main road at or near Bradford's Bridge at the Wallingford Borough boundary.

A conduit or line of pipes (No. 9) commencing in the parish of Crowmarsh Gifford by a junction with (No. 2) at the point in the Wallingford main road where the same turns off to Benson, thence northward along the Benson-road to the turning to Crowmarsh Farm, thence along the road to Preston Crowmarsh and Benson, passing St. Helen's Church, and terminating in the Ewelme-road at the point of junction of Braze-lane with that road.

A conduit or line of pipes (No. 10) commencing at the termination of (No. 8) at Cholsey parish boundary, passing thence along St. Mary's-street and Thames-street to the approach to Wallingford Bridge, thence across the said bridge to and terminating by a junction with (No. 2) at its termination at the county boundary.

All the aforesaid works will be situate in the parishes of Goring, South Stoke, Checkendon, Ipsden, North Stoke, Mougewell, Newnham Murren, Crowmarsh Gifford, Benson, Kidmore and Mapledurham, in the county of Oxford, and in the following parishes in the county of Berks, viz.: Streatley, Moulsoford, Cholsey, and St. Leonard and St. Peter in the borough of Wallingford.

To constitute the hereinbefore described works for all purposes part of the Undertaking of the Company.

To change the name of the Company to the Thames Valley and Goring Water and Gas Company Limited.

To enable the Company to deviate from the lines and levels shown upon the deposited plans and sections to any extent defined by the intended Order.

To enable the Company to acquire by agreement, and to hold, sell, and dispose of lands, easements, water and property for the purposes of the intended Order and of their Undertaking.

To confer upon the Company and to enable them to exercise within the extended limits of supply all such powers, privileges and authorities for the supply and sale of water, including the levying of rents, rates and charges as they now have within their existing limits of supply. To authorize the Company to charge increased rates for water supplied by them above a certain level and to prescribe a level above which it shall not be compulsory upon the Company to supply water, and to confer, vary and extinguish exemptions from and to compound for the payment of such rents, rates and charges.

To enable the Company to exercise within the extended limits of supply all such powers of executing works, and acquiring by agreement and holding lands, property and easements for the purposes of their Undertaking as they now have within their existing limits of supply.

To authorize the Company for the purpose of constructing and maintaining the works hereinbefore described, or for the purpose of laying down, repairing and maintaining any mains, conduits, pipes, culverts and other works, to break up and interfere with streets, roads, highways, bridges, railways, lanes and other public and private passages and places, and sewers, drains, pipes and wires in, over or under the same within the existing and extended limits of supply.

To authorize the Company to make and carry into effect contracts and agreements for the supply of water, and to supply water in bulk or otherwise for any purpose whatsoever, with and to any Local Authority or other public body, company or person within or beyond their existing or extended limits of supply.

To make provision as to the payment of the costs of executing any works or laying any mains or pipes for the supply of water to houses which any local authority may require the Company to supply with water, and to provide for the guarantee by such local authority of the interest on the money so expended by the Company.

To authorize the Company to raise a further sum of money by the creation and issue of new preferential or ordinary shares or stock, and by borrowing on mortgage, or by the creation and

issue of debenture stock, or by any of such means.

To amend, extend or alter, so far as may be necessary for the purposes of the intended Order, the Goring and Streatley District Gas and Water Order, 1888.

And notice is hereby further given, that on or before the 29th day of November, 1902, a copy of this Notice as published in the London Gazette, with maps, plans, and sections showing the proposed new works and the lands to be used for the same, will be lodged at the office of the Board of Trade, Whitehall Gardens, London, and that copies thereof in duplicate will on or before the same day respectively be deposited for public inspection with the Clerk of the Peace for the county of Oxford, at his office in the city of Oxford, and with the Clerk of the Peace for the county of Berks, at his office in Reading.

That on or before the 23rd day of December next printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be supplied to all persons applying for the same at the offices of Messrs. Scadding and Bodkin, No. 23, Gordon-street, Gordon-square, London, W.C.; or of Messrs. Sherwood and Co., No. 7, Great George-street, Westminster, S.W., on payment of 1s. for each copy.

Every or any 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, Whitehall Gardens, London, on or before the 15th day of January next ensuing, and copies of any such objections must at the same time be also sent to the undersigned, Solicitors of the Promoters or Parliamentary Agents, and in forwarding to the Board of Trade any such representation or objection the objectors or their agents must state that a copy of the same has been forwarded to the Promoters' Solicitors or Agents.

Dated this 19th day of November, 1902.

SCADDING and BODKIN, 23, Gordon-street,
Gordon-square, London, W.C., Solicitors.
SHERWOOD and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

GRINDLEFORD BASLOW AND BAKEWELL RAILWAY.

(Incorporation of Company; Construction of Railway in the County of Derby from the Midland Railway at Grindleford to Bakewell; Compulsory Purchase of Lands; Tolls; Working and Traffic Agreements with the Midland Railway Company; Powers to Trustees and others: Payment of Interest out of Capital during Construction; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session of 1903, for an Act for the following purposes or some of them (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make and maintain the railways and works hereinafter described, wholly in the county of Derby, or some or one of them or some part or parts thereof with all necessary roads, ways, approaches, stations, junctions, sidings, buildings, works and conveniences connected therewith (that is to say):—

Railway No. 1.—6 miles 7 furlongs 6·92 chains in length, commencing by a junction with the

Midland Railway (Dore and Chinley Branch) at a point at or near the western end of the northern passenger platform at Grindleford Station of the Midland Railway Company in the parish of Hathersage, county of Derby, and terminating in field No. 85, in the parish of Hassop, the county of Derby, shown on the 25-inch Ordnance Map of Derbyshire, 2nd edition, 1898, at a point 480 feet measured in a south-easterly direction from the point where the north hedge of the said field joins the road from Bakewell to Hassop, and 579 feet measured in a north-easterly direction from the point where the south hedge of the said field joins the same road.

Railway No. 2.—1 mile 1 furlong 8·68 chains in length, commencing by a junction with Railway No. 1 at the termination thereof hereinbefore described, and terminating by a junction with the Midland Railway (Derby and Manchester Branch), at a point 570 feet measured in a westerly direction along such Midland Railway, from the centre of the bridge carrying the Midland Railway over the road leading from Chesterfield to Buxton, in the parish of Rowland, county of Derby.

Railway No. 3.—1 mile 1 furlong 8·70 chains in length, commencing by a junction with Railway No. 1 at the termination thereof hereinbefore described, and terminating by a junction with the Midland Railway (Derby and Manchester Branch), at a point 11 feet measured in a northerly direction along such Midland Railway from a line drawn at right angles across the Midland Railway from the north corner of the east abutment of the bridge carrying the road leading from Sheffield to Bakewell over the Midland Railway, in the parish of Great Longstone, county of Derby.

Which said intended railways and works, or some or one of them, will be made in and pass through the following urban and rural districts and parishes, townships, and places of Hathersage, Bakewell, Nether Padley, Froggatt Stoke, Calver, Baslow and Bubnell, Hassop, Great Longstone and Rowland, all in the county of Derby.

To deviate laterally and vertically from the lines and levels of the said intended railways and works, or either of them, to such extent as may be defined on the plans and sections to be deposited as hereinafter mentioned or as may be provided by the Bill.

To purchase and take by compulsion or agreement lands, houses, hereditaments and other property for the purposes of the intended railways and works, 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 92nd Section of the Lands Clauses Consolidation Act, 1845, to enable the Company to purchase and take part only of any easement 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 sell, mortgage, lease, or appropriate for building, or otherwise dispose of any land adjacent to the intended railways which may be purchased or acquired under the powers of the Bill, and which may not be eventually required for the purposes of the Company, without being subject to the provisions of the Lands Clauses Consolidation Act, 1845, relating to surplus land.

To authorize the Company to cross, divert, alter, or stop up, permanently or temporarily, all roads, highways, streets, footpaths, pipes, sewers, rivers, streams, watercourses, bridges, railways, and telegraphic and telephonic apparatus as it may be necessary to interfere with in constructing, working, or maintaining the intended railways, or any of them respectively.

To authorize the Company to levy tolls, rates, and charges for and in respect of the intended railways and works, or any of them, and to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, rates, fares, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorize the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company for such period during the construction of the railways as may be authorized by the intended Act.

To empower the Company on the one hand and the Midland Railway Company on the other hand from time to time to enter into and carry into effect contracts and agreements and arrangements with respect to the working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof, and as to the use by the Company of the Grindleford, Bakewell and Hassop Stations of the Midland Railway Company, and the portions of the Midland Railway leading to such stations respectively, and any conveniences connected therewith; the collection, transmission, management, regulation, interchange, and delivery of traffic upon and coming from or destined for the railways of the contracting Companies; the supply of engines, stock and plant, and of officers and servants, for the conveyance and conduct of traffic on the railways of the Company; the fixing, collection, payment, division, appropriation, and distribution of tolls, rates, charges, income, and profits arising from such traffic; and the Bill will or may sanction or confirm any contracts or agreements which have been or may be entered into touching any of the matters aforesaid.

To authorize trustees and owners of settled estates and others to contribute towards the cost of the railways and works of the Company, or any of them, and to empower corporate bodies or other owners or trustees, tenants for life, and other persons under any disability, whose estate or any part thereof may be benefited by, or any part of whose land may be required for the railways and works of the Company or any of them, to subscribe for and take and hold shares in the capital of the Company, and to charge their respective funds or estates with the amount so contributed or subscribed, and to accept shares in the Company in payment for any land, houses, tenements, hereditaments, rights or easements taken or acquired by the Company for the purposes of the intended railways and works, or to give or grant to the Company, free of charge, any land, houses, tenements, hereditaments, rights or easements which may be required for such purposes.

To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be con-

tained in the Bill, and so far as may be necessary for the purposes thereof.

The Bill may vary or extinguish all powers and privileges which may interfere with its objects, and will amend or enlarge some of the powers and provisions of the local and personal Acts following:—7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

And notice is hereby given, that on or before the 29th day of November instant, plans and sections showing the lines and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the Bill, with a book of reference to such plans, an Ordnance Map with the lines of railways delineated thereon, 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 Derby, at his office at Derby, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any borough, district or parish, with a copy of the Gazette Notice, will be deposited as follows:—

In the case of the urban districts of Baslow and Bakewell, with the Clerks of the District Council of each such District Council, at his office at Bakewell.

In the case of the Rural District Council of Bakewell, with the Clerk to the District Council, at his office at Bakewell.

In the case of any parish having a Parish Council, with the Clerk of the Parish Council; or if there is no clerk, with the Chairman of that Council at his residence.

And in the case of any parish comprised in a rural district, and not having a Parish Council, with the Clerk of the Rural District Council.

Printed copies of the Bill will be deposited in the Private Bill Office in the House of Commons on or before the 20th day of December next.

Dated this 15th day of November, 1902.

NUTTALL, MYERS, and WISE, 64, Bridge Street, Manchester, Solicitors for the Bill.

W. and W. M. BELL, 27, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

PONTYPRIDD URBAN DISTRICT COUNCIL.

(Construction of a New Street and Street Works and Tramway along New Street and existing Streets; Working of intended Tramway and Existing Tramways by Mechanical Power; Running Powers and Working Agreements; Breaking up and Stopping up of Streets; Purchase and Appropriation of Lands; Underpinning of Houses; Superfluous Lands; Supply of Electricity in Bulk or for Traction purposes; Provisions as to Electric Lines; Fittings and Apparatus; Modification of Electric Lighting Acts; Brackets to Buildings; Borrowing of Money; Application, Incorporation, Repeal and Amendment, of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the next Session by the Pontypridd Urban District Council (hereinafter referred to as "the Council") for an Act for all or some of the following amongst other purposes (that is to say):—

To empower the Council to make and maintain the following new street and street works, all in the parish and urban district of Pontypridd, in the county of Glamorgan, 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 street and street works or any of them:—

Work No. 1.—A new street commencing by a junction with Rhondda-road at or near the Welsh Harp public house crossing the Rhondda River, and terminating in Mill-street about 1·83 chains west of the junction of Mill-street and Catherine-street.

Work No. 2.—A widening and improvement of Taff-street on the west side, commencing at the south-east corner of the Pennel Chapel Graveyard, and terminating at the north-east corner of Pennel Chapel.

Work No. 3.—A widening and improvement of Taff-street on the west side, commencing at the south-east corner of the premises known as "Danygraig House," in the occupation of Captain Williams, and terminating at the north-east corner of the said premises.

Work No. 4.—A widening and improvement of Berw-road on the north-west side, commencing at the north-east corner of the bridge carrying the Cilfynydd Branch of the Taff Vale Railway over the River Taff, and terminating at a point on the westerly side of the cul-de-sac leading from Berw-road to the Joinery Works 14 yards from the entrance to the said works.

Work No. 5.—A widening and improvement of Berw-road on the north-west side, commencing at a point 44 yards north-east of the north-east corner of the said bridge to a point 66 yards north-east of the said corner of the said bridge.

Work No. 6.—A widening and improvement of Berw-road on the south-east side, commencing at a point 8 1·3 yards south-east of the intersection of Berw-road and Daranddu-road, and terminating at the north-west corner of the abutment of the bridge carrying the Cilfynydd-branch of the Taff Vale Railway over Berw-road.

Work No. 7.—A widening and improvement of Berw-road on the south-east side, commencing at the north-east corner of the abutment of the last-mentioned bridge, and terminating 16 yards south-west of the south-east corner of the Graigyr-Hesg Bridge.

Work No. 8.—A bridge and approaches commencing in Berw-road, at a point 9 1·3 yards south of the south-west corner of the premises No. 107, Berw-road, and terminating at a point 6 yards north of the intersection of the centre lines of Bonvilston-road and Crossways-road.

Work No. 9.—A widening and improvement of Coedpenmaen-road on the south-east side, commencing at a point 44 yards south of the southern corner of Coedpenmaen Baptist Chapel, and terminating at the westerly corner of the house No. 137, Coedpenmaen-road.

Work No. 10.—A widening and improvement of Coedpenmaen-road on the south-east side, commencing at the northern corner of the dwelling house No. 84, Coedpenmaen-road, and terminating at a point about 117 yards south-west of the south-west abutment of the Pont-Shon-Norton Canal Bridge.

Work No. 11.—A widening and improvement of High-street on the east side, commencing at the northern corner of the dwelling house and premises known as the "City Restaurant," and terminating at a point 10 yards north of the said corner of those premises.

To empower the Council to make, lay down, form, and maintain the tramway hereinafter de-

scribed, 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 authorized will be situate in the parish and urban district of Pontypridd, in the county of Glamorgan, and is as follows:—

A tramway commencing in Rhondda-road by a junction with the existing Pontypridd and Rhondda Valley Tramway at its termination under the east side of the Taff Vale Railway Bridge, thence passing along the proposed new street and Mill-street to and terminating in Taff-street by a junction with Tramway No. 1 authorized by the Pontypridd Urban District Council Tramways Order, 1902.

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:—

(a) In Rhondda-road on both sides from the commencement of the tramway for a distance of 2·8 chains or thereabouts, measured in an easterly direction.

(b) In Mill-street and Taff-street on both sides, from a point in Mill-street 1·83 chains or thereabouts, north-west of the intersection of the centre lines of Mill-street and Catherine-street, to the termination of the tramway.

The proposed new tramway will be constructed on the gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

To empower the Council to work the intended tramway and other the tramways for the time being belonging to them by animal power, or any mechanical power (including steam, electric, and every other motive power not being animal power)

To constitute the tramway and tramway works proposed to be authorized part of the tramway Undertaking of the Council, and to incorporate or apply with or without modification all or some of the powers and provisions relating to the existing tramways of the Council, contained in the Pontypridd Urban District Council Tramways Orders, 1901 and 1902, confirmed by Parliament to and with respect to the tramway by this Act authorized.

To authorize the Council and any local authority, company, or person, owning, or, for the time being, working any tramways or light railways connected or communicating directly or indirectly with the intended tramways, for the time being belonging to the Council, 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, and electrical 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 and the traffic thereon, and to confirm and to give effect to any agreements which may be made touching any of the matters aforesaid, and to repeal any enactments prohibiting the working by the Council of tramways or light railways outside the urban district of Pontypridd.

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 authorize the Council to break up, cross, alter, widen, narrow, divert, stop up (either temporarily or permanently), and interfere with streets, roads, highways, carriage-ways, footpaths, watercourses, sewers, drains, pavements, mains, pipes, telegraphs, telephones, electric wires and conductors, and apparatus within the urban district and parish aforesaid, for the purpose of constructing and maintaining the proposed works, or otherwise for the purposes of the intended Act.

To empower the Council for the purposes of the proposed works, and for providing space for the erection of buildings near thereto, and for the purpose of providing frontage to the streets and roads intended to be widened, 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 urban district and parish aforesaid, and to acquire by compulsion or agreement, rights or easements in, over, or connected with any lands, houses, and buildings.

To authorize the Council 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 Council with respect to the holding, retaining, or disposing of lands.

To empower the Council 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 Council, 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.

To make special provision with regard to the amount of compensation to be paid in respect of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation, regard shall be had to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the street improvements and other works proposed to be authorized, and the exercise of the other provisions of the intended Act, and to other circumstances to be mentioned or referred to in such Act, and that any buildings erected, alterations made, or interests created after the date hereof, shall not be taken into consideration.

To render persons claiming compensation liable for costs in certain events, and to make provisions for enabling them to amend their claims.

To authorize the Council to supply electricity in bulk to local authorities and companies within

or beyond their area of supply, and to supply electricity for use within or beyond such area for traction or other purposes.

To empower the Council to provide, sell, let for hire, fix, repair, and remove electric lines, fittings and apparatus, and things for lighting and motive power, and for all other purposes for which electric energy can be used, and to take such remuneration and make such terms as they may think fit in respect of the same, and to authorize the Council to make and enforce bye-laws with reference to lines, fittings, apparatus and things used in premises supplied with electricity.

To exempt such electric lines, fittings, apparatus, and things from liability to distress, or to be taken in execution, or in bankruptcy proceedings.

To authorize the Council to refuse to supply electricity to persons whose payments to the Council are in arrear; to authorize special charges, and to make special provisions in regard to the supply of electricity where the consumer has a separate supply; to alter the date to which the electric lighting accounts of the Council are to be made up; to empower the Council to attach brackets and other apparatus to buildings for the purpose of lighting the streets, and in connection with the working of their tramway Undertaking; and in other respects to make further provision in regard to the supply of electricity, and the powers of the Council in relation thereto.

To empower the Council to increase the amount which they are authorized to levy for the purposes of public libraries.

To authorize the Council to borrow money for the construction of the proposed tramway, for the purchase of the lands, and the execution of the works proposed to be authorized, for the general purposes of the tramway Undertaking of the Council, for the general purposes of their gas Undertaking, and for other the purposes of the intended Act, and to charge the same on the district fund and general district rate, and the undertakings, estates, rates, revenue, and other property of the Council, or any of such securities, and to execute and grant and issue mortgages and other securities, and to authorize the Council to apply any of their funds or other moneys authorized to be raised, to 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 Public Health Acts; the Local Loans Act, 1875; the Land Clauses Acts; the Tramways Act, 1870; the Electric Lighting Acts, 1882 and 1888; the Arbitration Act, 1889; the Public Libraries Act, 1892; 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 urban district, including the following (that is to say):—

The Pontypridd Local Board (Gas) Act, 1893; the Pontypridd Order, 1899, confirmed by the Local Government Board's Provisional Orders Confirmation (No. 6) Act, 1899; the Pontypridd Electric Lighting Order, 1901, confirmed by the Electric Lighting Orders Confirmation (No. 6) Act, 1901; the Pontypridd Urban District Council Tramways Order, 1901, confirmed by Tramways Orders Confirmation (No. 1) Act, 1901; the Pontypridd Urban District Council Tramways Order, 1902, confirmed by the Tram-

ways Orders Confirmation (No. 2) Act, 1902, and any other Act or Order relating to the Urban District of Pontypridd, the 6 Will. IV, cap. 82, and all other Acts relating to the Taff Vale Railway.

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 things, powers, and privileges.

Plans and sections of the intended works and ways of the land intended to be taken, 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 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and with the Clerk to the Pontypridd Urban District Council, at his office in Pontypridd.

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 20th day of December next.

Dated this 13th day of November, 1902.

J. COLENSO JONES, Clerk to the Pontypridd Urban District Council.

SHARPE, PARKER, PRITCHARDS, BARHAM and LAWFORD, 9, Bridge-street, Westminster, S.W., Parliamentary Agents.

Board of Trade.—Session 1903.

LUDGERSHALL WATER.

(Application for Provisional Order for authority to construct and maintain Waterworks, and to supply Water to the Parishes or Places of Ludgershall, in the county of Wilts, and Kimpton, in the county of Southampton, Special Provisions for Protection of Works, &c., of Undertakers; Purchase of Lands by Agreement; Agreements with Local and Rural Sanitary Authorities and others; Levying of Water Rates; Breaking up Roads, &c.; Provisions as to Sale or Lease of Undertaking, &c.; Amendment and Incorporation 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 23rd day of December next, for a Provisional Order (hereinafter referred to as "the Order"), pursuant to "The Gas and Waterworks Facilities Act, 1870," for the following purposes, or some of them, that is to say:—

1. To authorize and empower the person or persons, or a Company formed for the purpose to be named in that behalf in the Order (hereinafter called "the Undertakers"), to construct and maintain waterworks, and to supply water in and to the parishes or places of Ludgershall, in the county of Wilts, and Kimpton, in the county of Southampton, or some or one of them, or some part or parts thereof, respectively, all in the counties of Wilts and Southampton.

2. To authorize the Undertakers to construct and maintain the works hereinafter mentioned, or some or one of them, or some part or parts thereof, respectively, together with all necessary approaches, fences, excavations, embankments, engine and boiler houses, buildings, tanks, sluices, culverts, pipes, tunnels, channels, borings, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, filter beds, gauges, and other works, conveniences, and appliances connected therewith, respectively, that is to say:—

(1) A well or wells and pumping station and

works, situate or to be situate in the pieces or parcels of ground belonging to the Undertakers, bounded on the north by the Devizes and Andover turnpike-road, on the east by lands belonging to the Undertakers, on the south by the Midland and South Western Junction Railway Company, and on the west by lands of Sir Richard Hungerford Pollen, Baronet.

(2) A service reservoir, to be situated in the aforesaid pieces or parcels of ground.

(3.) A main conduit or line of pipes (No. 1), commencing at the intended pumping station and works, and terminating at or near the point on the Ludgershall Everley-road, near or east of the bridge crossing the Midland and South Western Junction Railway, shown by the surface level 426 on Ordnance Map.

(4) A main conduit or line of pipes (No. 2), commencing at or near the south-west corner of High-street and terminating at or near a point midway between St. James-street and the bridge by which the Ludgershall Tidworth road crosses the Midland and South Western Junction Railway.

(5) A main conduit or line of pipes (No. 3), commencing at the intended pumping station works and terminating at or near the point on the Ludgershall and Andover road shown by surface level 404 on Ordnance Map, and about twelve chains north-west of the sixth mile-stone from Andover, all of which intended works will be situate in the said parishes of Ludgershall and Kimpton aforesaid.

3. To enable the Undertakers to deviate from the lines and levels of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned to such an extent as may be defined by the Order.

4. To empower the Undertakers to break up, alter, divert, stop up, cross over, and interfere with streets, roads, sewers, pipes, and drains, so far as may be necessary for the purpose of constructing and maintaining the said works.

5. To enable the Undertakers to take, collect and divert, by and into, the intended well or wells, pumping-station, service reservoir and works; and to use and appropriate, and thence distribute, by means of the intended works, any water which may be obtainable by them from the works hereinbefore described, as well as the waters of any springs and streams, or any other waters at or near the site of the said intended works, or which may be, from time to time, in, on, or under, any lands, for the time being, belonging to the Undertakers.

6. To make special provision for the protection of the works, property and water supply of the Undertakers, and for prohibiting the fouling or contamination of the said well or wells, or any springs or streams belonging to them, and to impose penalties in respect of all or any of such matters.

7. To lay down and maintain conduits, pipes, and other works, in, under, over, across and along, and to cross, break up, open, alter, divert, or temporarily stop up public and private roads, footpaths, streets, pavements, squares, alleys, bridges, public places, railways, tramways, sewers, drains, streams and watercourses, in the parishes or places hereinbefore mentioned.

8. To purchase and acquire by agreement, and to hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements in and over lands, houses, springs, streams, waters, and other hereditaments for the purposes of their Undertaking.

9. To authorize the Undertakers to supply water by measure, and to sell, let, and provide on hire meters, fittings, and other apparatus, and to authorize agreements as to the supply of water in bulk, or otherwise, between the Undertakers and any local or rural sanitary authority, or other public body, trustees, surveyors, or persons.

10. To demand, collect and recover rates, rents and charges for the supply of water; to confer, vary or extinguish exemptions from the payment of such rates, rents and charges, to vary or extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges.

11. To empower the Undertakers from time to time to sell, or lease either in perpetuity, or for a limited period, the undertaking and works to be authorised by the Order or any part or parts thereof to any local authority, public body, company, person or persons upon such terms and conditions (pecuniary or otherwise) and under and subject to such restrictions and regulations as they think fit, or as may be prescribed by the Order, and to transfer to, and vest in the purchaser or purchasers, lessee or lessees, respectively, all or any of the powers, rights, privileges and authorities of the Undertakers whether with reference to the carrying on of the undertaking, or the construction of works, or any part or parts thereof, respectively, or the levying, recovery and enforcing of rates, rents and charges, damages and penalties in relation to the supply of water or otherwise in respect of the undertaking and works of the Undertakers or any part or parts thereof respectively.

12. The Order will also for the purposes thereof alter, amend, enlarge, or repeal the provisions of any Act of Parliament which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands, and such other matters as may be deemed expedient.

13. To fix and define the capital and borrowing power of the Undertakers for the purpose of the Undertaking, and to provide for the increase of the capital.

14. The Order will also confer upon the Undertakers the powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon Water Companies, or as may be necessary or expedient for the purposes aforesaid.

And notice is hereby also given, that a plan and section of the proposed works and copy of this advertisement will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Wilts at his office, Arlington House, Trowbridge, in that county, and with the Clerk of the Peace for the county of Southampton at his office at The Castle, Winchester, in that county, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the Draft 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 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.

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 for the Order 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 next, and copies of such objections must at the same time be also sent to the undersigned Solicitors or Parliamentary Agents on behalf of the Undertakers, and in forwarding to the Board of Trade such objections the objectors, or their agents, should state that a copy has been forwarded to the Undertakers or their Solicitors, or Parliamentary Agents.

Dated this 20th day of November, 1902.

SMITH and SON, Andover, Solicitors.

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

In Parliament.—Session 1903.

BURGESS HILL AND ST. JOHN'S COMMON GAS.

(Dissolution and Re-incorporation of the Burgess Hill and St. John's Common Gas Company Limited with Additional Powers; Change of Name of Company; Powers to supply Gas and Residual Products; Definition and Extension 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; Construction, User, &c., of Sidings, Meters, Fittings, &c.; Purchase of Lands by Agreement; Sale, Lease, &c., of Superfluous Lands; Breaking up of Streets, &c.; Rates, Rents, and Charges; Supply of Gas in Bulk; Agreements with Local Authorities and others; 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; 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 Burgess Hill and St. John's Common Gas Company Limited (hereinafter called "the Limited Company"), for an Act for all or some of the following purposes that is to say:—

1. To change the name of the Company.

2. 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 Burgess Hill and St. John's Common Gas Company," or other name or style as may be prescribed by the Bill.

3. 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 parishes of Keymer urban and Clayton urban in the urban district of Burgess Hill, and such parts of the adjoining parishes of Wivelsfield and Ditchling in the rural district of Chailey and the parishes of Keymer, Clayton, and Ilurstpierpoint in the rural district of Cuckfield, or parts thereof respectively, all in the county of Sussex, as are within a $1\frac{1}{2}$ mile radius of the north-west corner of St. John's Church

Burgess Hill, in the parish of Keymer urban in the urban district of Burgess Hill, except such portion of the parish of Keymer in such radius as is within the limits of supply of the Hayward's Heath Gas Company (hereinafter called "the limits of supply").

4. 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, licences, chattels, choses in action, contracts, money 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.

5. To authorize 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, holders, receivers, purifiers, drains, sewers, mains, pipes, meters, lamps, lamp-posts, 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 business 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 Keymer urban, in the urban district of Burgess Hill, in the county of Sussex, now belonging, or reputed to belong, to the Limited Company, and on which the existing gas works and buildings of the Limited Company are situated, and which contain by admeasurement 1a. Or. 32p. or thereabouts, such lands being the whole of plot numbered 80 on the $\frac{1}{2500}$ Ordnance Map, second edition, 1897, Sussex (east) sheet XXXIX, 6, and having a frontage to Leylands-road, Burgess Hill.

6. 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 London, Brighton, and South Coast Railway and other railways accessible therefrom or thereby.

7. 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 gas works and 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.

8. To authorize 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, whether situate within or without the limits of supply, as may in the opinion of the Company be necessary, and for that purpose and 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 watercourses.

9. 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 or 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, agricultural, industrial, and all or any other purposes whatsoever for which gas may from time to time be used or required, and to sell and supply gas in bulk or otherwise.

10. To authorise the Company to acquire, hold, use and exercise patent rights or licences or authorities under letters patent, and rights of using any invention relative to the manufacture, conversion, utilisation or distribution of gas, and of such materials and residual products.

11. To authorize the Company to levy and recover rates, rents, and charges, differential or otherwise, and to allow discounts or rebates thereon, 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 confer, vary, or extinguish exemptions from payment of rent, rates, and charges.

12. To make the 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, in lieu thereof, the issue of shares in respect of capital expenditure taken from revenue, and to authorize 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 to provide for the transfer of shares or 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.

13. To confer powers on the Company with respect to the creation of reserve and insurance-funds, and to make provision as to the rate of

dividend to be paid on the various classes of shares or stock in the capital of the Company, and to provide that such rate may vary from time to time on a sliding scale in accordance with the price for the time being charged for gas.

14. 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, 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, 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 moneys, and raise additional funds by rates or otherwise, and the Bill will sanction or confirm any agreements already made or which, prior to the passing of the Bill, may be made touching the aforesaid matters or any of them.

15. 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.

16. To make provision for securing the payment of gas rents, rates 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, and make special provision for securing the safety and return thereof to 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, for the representation of the Company in bankruptcy and other proceedings, and to enter upon lands and premises in certain cases to remove or inspect any pipes and works belonging to the Company.

17. 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.

18. 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 authorize the Company to prescribe specifications of internal fittings, and placing of pipes, &c., between the Company's mains and the consumer's premises.

19. 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.

20. To make provision in regard to the price, pressure, quality, and testing of gas.

21. 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.

22. To incorporate with the intended Act all or some of the provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, the Companies Clauses Acts, and the Lands 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 14th day of November, 1902.

WM. STEVENS, 26, Marlborough-place,
Brighton, Solicitor for the Bill;
CROWDERS, VIZARD, and OLDHAM, 9,
Bridge-street, Westminster Parli-
amentary Agents.

In Parliament.—Session 1903.

CHESHIRE LINES COMMITTEE.

(New Railways and Additional Lands in County of Lancaster; Running Powers over Liverpool Overhead Railway; Working and other Agreements and Facilities; Power to Use Electricity as Motive Power on New Railways and on Existing and Authorized Railways of the Committee; Compulsory Purchase of Lands and Houses; Deviation Powers; Power to take parts only of Properties; Underpinning; Tolls, Rates, and Charges; Application of Funds; Extension of Time for Purchase of Lands and Execution of Works; 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 Cheshire Lines Committee (hereinafter called "the Committee") to make and maintain the railways and works hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, or some of them, or some part or parts thereof (that is to say):—

A Railway (No. 1), wholly in the township, parish, or extra parochial place of Toxteth Park, in the county borough of Liverpool, commencing by a junction with the Liverpool Overhead Railway at a point on that railway distant 100 yards or thereabouts from the easterly end of the southern platform of the Herculeaneum Dock Station on that railway, measuring along that railway in an easterly direction and terminating by a junction with the Committee's Liverpool and Manchester Railway at a point on that railway distant 26 yards or thereabouts from the westerly end of the southerly platform of St. Michael's Station on that railway, measuring along that railway in a north-westerly direction.

A Railway (No. 2), also wholly in the township, parish, or extra parochial place of Toxteth Park, in the county borough of Liverpool, commencing by a junction with Railway No. 1

in the field numbered 154 on the Ordnance Map of Lancashire, scale $\frac{1}{2500}$, Sheet cxiii, 7, dated 1889-90, at a point in that field distant 23 yards or thereabouts from a point on the centre line of the Committee's Liverpool and Manchester Railway, measuring in a southerly direction from and at right angles to the centre line of that railway, and which last-mentioned point is distant 206 yards or thereabouts from the westerly end of the southerly platform of the St. Michael's Station on that railway, measuring along that railway in a north-westerly direction, and terminating in the field numbered 151 on the aforesaid Ordnance Map at a point in that field distant 15 yards or thereabouts from the westerly boundary fence of Southwood-road, measuring in a north-westerly direction from and at right angles to such boundary fence, and which last-mentioned point is distant 31 yards or thereabouts from the centre line of the Committee's Liverpool and Manchester Railway, measuring in a south-westerly direction from such centre line.

2. To empower the Committee, and any company or committee lawfully working or using the railways of the Committee, on such terms and conditions and on payment of such tolls, rates, and charges as may be agreed or settled by arbitration or as provided by the intended Act, to run over and use, with their engines and locomotives, worked by electricity or otherwise, carriages, and wagons and officers and servants, whether in charge of engines, locomotives, and trains or for any other purpose whatever, and for the purposes of traffic of every description, the whole of the railway and undertaking of the Liverpool Overhead Railway Company.

Together with the stations, roads, platforms, points, signals, water, water engines, watering places, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, junctions, machinery, works, telegraphs, and telephones, electric current and appliances and other conveniences of or connected with the said railway stations and undertaking respectively.

3. To empower the Committee or any company or committee lawfully working or using the railways of the Committee on the one hand, and the Liverpool Overhead Railway Company on the other hand, to enter into and carry into effect agreements with respect to the construction, working, and use of the intended railways and works, and the interchange and forwarding of traffic over their respective systems.

4. To empower the Committee to work the intended railways and their existing and authorized railways, or any part thereof, and any railways in connection therewith now worked or used by them by electrical power, and for that purpose to lay down and maintain and use electric cables, mains, wires, and apparatus necessary or convenient for such working, and to erect, maintain, and use stations for generating and transforming electrical energy with all necessary buildings, works, engines, dynamos, plant and machinery.

5. To empower the Committee to make such alterations of their railway and stations and works as may be necessary to adapt the same for working by electrical power.

6. To empower the Committee, or any company or committee lawfully working or using the railways of the Committee on the one hand, and the Liverpool Overhead Railway Company or any other committee, company, corporation, or person on the other hand, to enter into and carry into effect contracts and agreements for

the supply of electricity by or to the Committee, or any company or committee lawfully working or using the railways of the Committee to or by the Liverpool Overhead Railway Company or such other committee, company, corporation or person.

7. To empower the Committee, for the 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, and to exercise the following powers, namely:—

County of Lancaster—

Certain lands and buildings situate in the parish of Liverpool, in the county borough of Liverpool, bounded on the south side by Upper Duke-street, on the north side by Back Knight-street, and on the west side by Berry-street.

Certain lands situate in the parish of Garston, in the county borough of Liverpool, bounded on the east side by a road called Mersey-road, and on the south side by the Committee's Liverpool and Manchester Railway.

Certain lands situate in the parish and urban district of Stretford, forming part of the field numbered 177 on the Ordnance Map of Lancashire, scale $\frac{1}{2500}$, Sheet ciii, 16, dated 1888, adjoining the southern side of the Committee's Liverpool and Manchester Railway, and being bounded on the eastern side by Moss-road.

Certain lands in the parish and urban district of Stretford, extending from the west end to the east end of the Throstle Nest Tunnel on the Committee's said Liverpool and Manchester Railway.

Certain lands situate in the said parish and urban district of Stretford, adjoining and on the southerly side of the Committee's said Liverpool and Manchester Railway, and extending from the east side of the road adjoining the east side of the Bridgewater Canal to the east side of Throstle Nest-road.

And to confirm any contract, conveyance, or agreement made, or to be made, for the purchase or acquisition of the said lands, and to apply their funds to the purposes aforesaid.

8. To empower the Committee to acquire, by compulsion or agreement, lands and buildings, and easements in lands and buildings, in the several parishes and places aforesaid, for the purposes of the intended works, and other lands and buildings.

9. To empower the Committee 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 water-courses 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.

10. To empower the Committee to deviate from the lines and levels of the intended works to the extent shown on the deposited plans and sections, or to such an extent as may be prescribed by the intended Act.

11. To empower the Committee, 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.

12. To empower the Committee 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.

13. To empower the Committee 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.

14. To empower the Committee to apply for the purposes of the intended Act, any capital or funds now belonging to them or which may hereafter belong to them or be or become under their control.

15. To extend the time limited by the Great Central Railway Act, 1901, for the completion of the railways authorized by and described in section 8 of the Cheshire Lines Act, 1890.

16. To extend the time limited by the Cheshire Lines Act, 1900, for the acquisition of the lands in certain streets called respectively Renshaw-street, Cropper-street, Newington, Lawton-street, and Heathfield-street, in the parish and city of Liverpool, authorized by and described in section 8 of that Act.

17. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

18. To alter, amend, extend, and enlarge, and if need be to repeal, all or some of the powers and provisions of the Cheshire Lines Act, 1867, 12 and 13 Vict., cap. 81, and any other Acts relating to the Committee; the Liverpool Overhead Railway Company Act, 1888, and all other Acts relating to that Company.

19. And notice is hereby further given, that maps, plans, and sections of the railways and works proposed to be authorized 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 several plans, containing the names of the owners or reputed owners, lessors 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 29th day of November instant for public inspection as follows (that is to say):—

County of Lancaster, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Preston.

20. 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 railway and works are intended to be made, or within which such 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 29th day of November instant, be deposited for public inspection as follows:—

As relates to the county borough of Liverpool, with the Town Clerk of Liverpool, at his office.

As relates to the urban district of Stretford, with the Clerk to the Urban District Council of Stretford, at his office.

21. Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

LINGARDS, 10, Booth-street, Piccadilly, Manchester;

DIXON H. DAVIES, Marylebone Station, London;

BEALE and Co., 28, Great George-street, Westminster;

R. HILL DAWE, 29, Abingdon-street, Westminster;

Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1903.

WILMSLOW ELECTRIC LIGHTING.

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1888, for a Provisional Order to Authorize the Alderley and Wilmslow Electric Supply Limited to Supply Electricity for Public and Private Purposes within the Urban District of Wilmslow; 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 Alderley and Wilmslow Electric Supply Limited, whose registered office and address are at London-road, Alderley Edge (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882 and 1884 for all or some of the following purposes, that is to say:—

1. To authorize the Undertakers for such period as may be prescribed to produce, store, sell, and supply electricity for all public and private purposes, and to apply electrical power and energy as defined by the said Acts, or either of them, within the urban district of Wilmslow (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:—

Grove-street.

Alderley-road, from Grove-street to the boundary of the district.

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:—

Grove-avenue.

Holly-road.

Newtown

Cross-road on hill top between Manchester-road and Mount Pleasant Lacy Green.

Road through Fulshaw Park running from Alderley-road to Knutsford-road.

Road in Fulshaw Park running from Knutsford-road and intercepting the last named road.

Hawthorne-lane.

Harden Park-road.

Wilmslow Park Lower-road.

Wilmslow Park Upper-road.

Kennerleys-lane.

Road on the Albert Estate connecting Albert-road with Victoria-road.

Two roads on the Hawthorne Hall Estate, one being a continuation of Grove-avenue and the other running from Hawthorne-lane to Water-lane.

Roads under railway bridges in Swan street and Bollin-walk.

2. To authorize 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 authorize 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 the 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 in, 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 authorize 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 authorize 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 authorize the Undertakers and any local or other public authority, company, or person to make or 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 Chester, at his office at Chester, in the said county, and at the office of the Clerk to the Urban District Council of Wilmslow.

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 Advertiser Office, Grove-street, Wilmslow, and also at the offices of the under-mentioned 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, 1903, and a copy of such objection must at the same time be sent to the under-signed Agents.

Dated this 18th day of November, 1902.

CLARKSON, GREENWELL and Co., 10,
Lime-street, London, E.C., Agents for
the Order.

In Parliament.—Session 1903.

WIGAN CORPORATION TRAMWAYS
(Construction of Tramways in Wigan, Upholland, Orrell, Aspull, and Pemberton; Gauge; Motive Power; Agreements with Local Authorities for Districts comprising any part of Corporation's Undertaking as to Supply of Motive Power, Construction of Tramways, and other Matters; Street Widening; Purchase of Lands; Modification of Lands Clauses Acts; Special Provisions for Determining Compensation; Borrowing of Money; Extension, Application, Incorporation and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Mayor, Alderman, and Burgesses of the borough of Wigan (hereinafter referred to as "the Corporation" and "the Borough" respectively), for an Act for all or some of the following objects and purposes (that is to say):—

1. To empower the Corporation to make, lay down, form, and maintain all or some of 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, engines, dynamos, works, and conveniences connected therewith respectively. In the following description, where 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 (unless otherwise stated) is to be taken as measured along the centre of the street 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 to a street is to be taken as opposite to the centre of the street.

The tramways proposed to be authorized will be situate in the borough and township of Wigan and in the urban districts and townships of Upholland, Orrell, Aspull, and Pemberton, all in the County Palatine of Lancaster, and are as follows:—

Tramway No. 1.—To be situate in the borough and township of Wigan, commencing in Poolstock by a junction with Tramway No. 1 authorized by the Wigan Corporation Act, 1902 (hereinafter called "the Act of 1902") at a point 60 links from Pool-street measured in a south-westerly direction, and terminating in Wallgate

by a junction with the existing Tramway No. 1 authorized by the Wigan Tramways Order, 1879, at a point 1 chain from Caroline-street measured in a north-easterly direction.

Tramway No. 1A.—To be situate in the borough and township of Wigan, commencing in Pottery-road by a junction with the intended Tramway No. 1 at a point 36 links from the centre of the Leeds and Liverpool Canal Bridge measured in a north-easterly direction, and terminating in Pottery-road at a point 2 chains 64 links from the centre of the said bridge measured in a westerly direction.

Tramway No. 1B.—To be situate in the borough and township of Wigan, commencing in Swan Meadow-road by a junction with the intended Tramway No. 1 at a point 1 chain 37 links from Pottery-road measured in a south-easterly direction, and terminating in Pottery-road by a junction with Tramway No. 1A at a point 1 chain 64 links from the centre of the Leeds and Liverpool Canal Bridge measured in a westerly direction.

Tramway No. 2.—To be situate in the urban districts and townships of Upholland, Orrell, and Pemberton, commencing in School-lane at a point 2 chains 30 links from the boundary of the townships of Upholland and Orrell, measured in a westerly direction and terminating in Ormskirk-road by a junction with the existing Tramway No. 1 authorized by the Wigan Tramways Order, 1879, at a point 1 chain 84 links from the centre of White-street measured in a south-easterly direction.

Tramway No. 3.—To be situate in the urban district and township of Pemberton, commencing in Warrington-road by a junction with Light Railway No. 1, authorized by the Wigan Light Railway Order, 1902, at a point 20 links from the centre of Marus Bridge measured in a northerly direction, and terminating in Poolstock-lane at the boundary of the townships of Wigan and Pemberton by a junction with Tramway No. 1 authorized by the Act of 1902.

Tramway No. 4.—To be situate in the urban district and township of Aspull, commencing in Wigan-road at the boundary of the townships of Wigan and Aspull by a junction with the existing Tramway No. 3 authorized by the Wigan Corporation Act, 1901, and terminating in Crown-street at a point 3 chains from Kirkless-street measured in a north-easterly direction.

In the following instances the tramways will be laid along the several streets and roads herein-after 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 the streets or roads, and the nearest rail of the tramway:—

Tramway No. 1.—(a) In Pool-street on the east side from Poolstock for a distance of 110 yards in a northerly direction.

(b) In Pool-street on both sides, from Oldfield-street for a distance of 158 yards in a northerly direction.

(c) In Swan Meadow-road on the west side from a point 8 yards, measured in a southerly direction, from the centre of Douglas Bridge for a distance of 24 yards in a northerly direction.

(d) In Swan Meadow-road on the east side from a point 9 yards, measured in a southerly direction, from the centre of Douglas Bridge for a distance of 224 yards in a northerly direction.

(e) In Swan Meadow-road on the west side from a point 93 yards, measured in a northerly direction, from the centre of Douglas Bridge for a distance of 79 yards in a northerly direction.

(f) In Swan Meadow-road on the east side from a point 114 yards, measured in a south-easterly direction, from Pottery-road for a distance of 108 yards in a north-westerly direction.

(g) In Pottery-road on the south-east side from a point 13 yards measured in a south-westerly direction from the centre of the Leeds and Liverpool Canal bridge for a distance of 21 yards in a north-easterly direction.

(h) In Pottery-road on the north-west side from a point 56 yards measured in a north-easterly direction from the centre of the Leeds and Liverpool Canal Bridge for a distance of 78 yards in a north-easterly direction.

(i) In Pottery-road on the south-east side from a point 56 yards measured in a north-easterly direction from the centre of the Leeds and Liverpool Canal Bridge for a distance of 110 yards in a north-easterly direction.

(j) In Wallgate on the south side from Alker-street for a distance of 143 yards in an easterly direction.

Tramway No. 2.—(a) In School-lane and Orrell-road on both sides from the commencement of the tramway for a distance of 57 yards in an easterly direction.

(b) In Orrell-road on both sides from a point 127 yards measured in an easterly direction from the south-east corner of "Victoria Houses" for a distance of 79 yards in an easterly direction.

(c) In Orrell-road on the south side from a point 90 yards measured in a westerly direction from Moor-road for a distance of 60 yards in an easterly direction.

(d) In Orrell-road on the north side from a point 81 yards measured in a westerly direction from Moor-road for a distance of 83 yards in an easterly direction.

(e) In Orrell-road on the south side from a point 13 yards measured in an easterly direction from Moor-road for a distance of 30 yards in an easterly direction.

(f) In Orrell-road on both sides from a point 167 yards measured in an easterly direction from the entrance to "The Mount" for a distance of 88 yards in an easterly direction.

(g) In Orrell-road on both sides from a point 102 yards measured in a westerly direction from the entrance to "Orrell Lodge" for a distance of 195 yards in an easterly direction.

(h) In Orrell-road on both sides from Loch-street to the boundary of the townships of Orrell and Pemberton.

(i) In Ormskirk-road on both sides from the boundary of the townships of Orrell and Pemberton for a distance of 110 yards in an easterly direction.

Tramway No. 3.—(a) In Poolstock-lane on both sides from a point 93 yards measured in a north-easterly direction from Warrington-road for a distance of 79 yards in a north-easterly direction.

(b) In Poolstock-lane on both sides from a point 8 yards measured in a north-easterly direction from road to "Hawkley Hall" for a distance of 79 yards in a north-easterly direction.

(c) In Poolstock lane on both sides from a point 7 yards measured in a north-easterly direction from Clifton-street for a distance of 79 yards in a north-easterly direction.

(d) In Poolstock-lane on both sides from a point 178 yards measured in a north-easterly direction from the centre of the Lancashire and Yorkshire Railway Bridge where it crosses the said lane for a distance of 79 yards in a north-easterly direction.

Tramway No. 4.—(a) In Wigan-road on both sides from the boundary of the townships of Wigan

and Aspull for a distance of 418 yards in a north-easterly direction.

(b) In Crown street on both sides from a point 10 yards measured in a north-easterly direction from the centre of Kirkless-street for a distance of 55 yards in a north-easterly direction.

2 The proposed tramways will be constructed on the gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways. The motive power will be animal power or any mechanical power (including steam, electric, and every other motive power not being animal power).

3. To provide that the proposed tramways shall form part of the existing tramway Undertaking of the Corporation, and to extend and apply thereto all or some of the provisions relating to that Undertaking, including the Wigan Tramways Order, 1879 (confirmed by the Tramways Orders Confirmation Act, 1879), the Wigan Tramways Order, 1884 (confirmed by the Tramways Orders Confirmation (No. 2) Act, 1884), the Wigan Corporation Act, 1893, the Wigan and District Tramways Order, 1895 (confirmed by the Tramways Order Confirmation (No. 2) Act, 1895), the Wigan Corporation Act, 1898, the Wigan Corporation Tramways Order, 1900 (confirmed by the Tramways Orders Confirmation (No. 1) Act, 1900), the Wigan Corporation Act, 1901, and the Wigan Corporation Act, 1902.

4. To empower the Corporation to erect, construct, maintain and use such engines, works, buildings, machinery and apparatus, and to place, construct, erect and maintain on, in, under, or over the surface of any street, road or place, and to attach to any house and building (with or without the consent of the owners and occupiers thereof) such posts, brackets, conductors, wires, tubes, openings and apparatus as may be necessary or convenient for the working of the tramways or for providing access to, or in connection with any engines, machinery, or apparatus.

5. To authorize the local authorities for the several districts in which the tramways are proposed to be constructed to enter into and to carry into effect contracts and agreements in regard to the construction, maintenance and user of the tramways or otherwise in relation thereto, and to confer such powers upon such local authorities as may be necessary or convenient in connection with the matters aforesaid.

6. To empower all or any of the local authorities for the several districts in which the tramways are proposed to be constructed, and for the several districts in which the Corporation have already constructed or are authorized to construct tramways or light railways, or in which any tramways or light railways for the time being leased to the Corporation are situate to enter into, and to carry into effect contracts and agreements with the Corporation for the supply to the Corporation of electrical energy or other motive power for use within and without the districts of the contracting parties, and to confer upon such local authorities all such powers as may be necessary or convenient to enable them to carry such contracts into effect.

7. To empower the Corporation to make and maintain the following street widenings within the said borough and township of Wigan, and urban district and township of Orrell, in the County Palatine of Lancaster, together with all necessary and proper works, improvements, junctions, connections, approaches, and conveniences connected therewith, or incidental thereto, namely:—

(1) A widening of Swan Meadow road and Pottery-road, on the south-east side thereof, com-

mencing at a point 37 yards measured in a south-easterly direction from the centre of Pottery-road and terminating at a point 42 yards from the said point measured in a north-easterly direction.

(2) A widening of Swan Meadow-road, on the west side thereof, commencing at the south-east wall of house No. 38, and terminating at a point 43 yards therefrom measured in a south-easterly direction.

(3) A widening of Swan Meadow-road, on the west side thereof, commencing at a point 20 yards from the south-east corner of the "Honeysuckle Hotel," and terminating at a point 48 yards from the said corner of the "Honeysuckle Hotel," both measured in a northerly direction.

(4) A widening of Swan Meadow-road on the east side thereof, commencing at the north wall of house No. 110, in Pool-street, and terminating at a point 23 yards therefrom measured in a northerly direction.

(5) A widening of Pool-street, on the east side thereof, commencing at the south wall of house No. 2, Pool-street, and terminating at a point 66 yards therefrom measured in a north-westerly direction.

(6) A widening of Orrell-road, on the south side thereof, commencing at the north-west corner of garden wall attached to "Glenesk," and terminating at a point 122 yards therefrom measured in a westerly direction.

(7) A widening of Orrell-road, on the north side thereof, commencing at a point 40 yards, measured in an easterly direction from the east wall of house No. 168, and terminating at a point 117 yards measured in a westerly direction from the aforesaid point.

All the foregoing widenings will be situate in the county borough and township of Wigan, except Nos. 6 and 7, which will be situate in the urban district and township of Orrell.

8. 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.

9. To empower the Corporation for the purposes of the proposed works, for the purpose of providing frontage to the streets and roads intended to be widened, 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, urban districts and townships aforesaid, and to acquire by compulsion or agreement, rights, or easements in, over, or connected with any lands, houses, and buildings.

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

11. To exempt the Corporation from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, and from the provisions thereof relating to superfluous lands, and in other respects to amend that Act in its application to the intended Act, and to extend the powers of the Corporation with respect to the holding, retaining, leasing, and disposing of lands.

12. To make special provision with regard to the amount of compensation to be paid in respect

of the lands to be acquired under the intended Act, and to provide that in determining the amount of such compensation regard shall be had to the increase in value of other lands of the persons claiming compensation resulting from or caused by the construction of the street improvements and other works proposed to be authorized, and the exercise of the other provisions of the intended Act, and to other circumstances to be mentioned or referred to in such Act, and that any buildings erected, alterations made, or interests created after the date hereof shall not be taken into consideration.

13. To render persons claiming compensation liable for costs in certain events, and to make provision for enabling them to amend their claims.

14. To extinguish all public and private rights of way and other rights over the lands acquired under the intended Act, and to vary and extinguish all other existing rights and privileges which would or might in any way prevent, interfere with, or delay the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

15. To authorize the Corporation to borrow money for the construction of the tramways for the purchase of the lands and the execution of the works proposed to be authorized for the general purposes of the tramway Undertaking of the Corporation, and for other the purposes of the intended Act, and to charge the same on the borough fund and rate, the district fund and general district rate, and the Undertakings, estates, rates, revenue and other property of the Corporation, or any of such securities, and to execute and grant and issue mortgages and other securities, and to authorize the Corporation to apply any of their corporate funds or other moneys authorized to be raised to any of the purposes of the intended Act.

16. To repeal or amend the several local and private Acts and public Acts of a local character following, viz.:—The Act 3 Geo. IV, cap. 31, entitled "An Act for Lighting with Gas the Town and Borough of Wigan, in the county Palatine of Lancaster"; the Wigan Waterworks Act, 1853; the Public Health Supplemental Act, 1850 (No. 2); the Local Government Supplemental Act, 1859 (No. 2); the Wigan Waterworks Act, 1860; the Wigan Gas Act, 1861; the Wigan Rectory Glebe Act, 1871; the Local Government Board's Provisional Orders Confirmation Act, 1873; the Wigan Improvement Act, 1874; the Local Government Board's Provisional Orders Confirmation (Dawlish, &c.) Act, 1878; the Wigan Tramways Order, 1879; the Wigan Improvement Act, 1880; the Local Government Board's Provisional Orders Confirmation (No. 3) Act, 1882; the Wigan and District (Mines and Sewers) Act, 1883; the Wigan Tramways Order, 1884; the Local Government Board's Provisional Orders Confirmation (No. 5) Act, 1885; the Local Government Board's Provisional Orders Confirmation (No. 10) Act, 1886; the Local Government Board's Provisional Orders Confirmation (No. 7) Act, 1888; the Wigan Corporation Act, 1889; the Leeds and Liverpool Canal Act, 1891; the Local Government Board's Provisional Orders Confirmation Act, 1892; the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1892; and the Local Government Board's Provisional Orders Confirmation (No. 4) Act, 1892; the Local Government Board's Provisional Orders Confirmation (No. 2) Act, 1893; the Wigan Corporation Act, 1893; the Local Government Board's Provisional

Orders Confirmation (No. 4) Act, 1894; the Wigan (Housing of Working Classes) Order, 1894; the Wigan and District Tramways Order, 1895; the Local Government Board's Provisional Orders Confirmation (No. 19) Act, 1896; the Local Government Board's Provisional Orders Confirmation (No. 15) Act, 1897; the Wigan Corporation Act, 1898; the Wigan Corporation Tramways Order, 1900; the Wigan Corporation Act, 1901; the Wigan Corporation Act, 1902; and all other Acts and Orders relating to the borough of Wigan.

17. 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 Tramways Act, 1870; and all Acts amending those Acts respectively.

Plans and sections of the intended works, and plans of the lands intended to be taken, 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 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office, in Preston, and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to the borough, together with a copy of the said Notice will be deposited with the Town Clerk of the borough, at his office, and a copy of so much thereof as relates to each of the urban districts and townships of Upholland, Orrell, Aspull, and Pemberton, together with a copy of the said Notice, will be deposited with the Clerk to the Urban District Council of such district at his office, in the district.

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 20th day of December next.

Dated this 17th day of November, 1902.

HAROLD JEVONS, Town Clerk, Wigan.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAW FORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

MULLINGAR, KELLS, AND DROGHEDA
RAILWAY.

(Incorporation of Company; Construction of Railways from Mullingar to Kells and Drogheda; Removal of Existing and Construction of a New Bridge at Drogheda and Vesting of same, and Construction of Other Works; Deviation and other Incidental Powers; Compulsory Acquisition of Lands; Amendment of Section 92 of the "Lands Clauses Consolidation Act, 1845," and of Provisions of "Railways Clauses Consolidation Acts, 1845 and 1863," as to Level Crossings and other Matters; Underpinning; Power to Limited Owners to Subscribe; Tolls, Rates, and Charges; Interest during Construction; Running Powers and Facilities over Railways of the Great Northern Railway Company (Ireland), and of the Midland Great Western Railway of Ireland Company; Power to those Companies to enter into Working and other Agreements, and Power to the Great Northern Railway Company (Ireland), the Midland Great Western Railway of Ireland Company, and the Lancashire and Yorkshire Railway Company to Subscribe, &c., and to Raise Capital; Sanction of Agreements; Amendment and Incorporation of Acts; and Other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session, 1903, for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following, among other purposes that is to say:—

To incorporate a Company (hereinafter called "the Company") for carrying into effect the objects and purposes of the Bill.

To authorize the Company to make and maintain the railways and works hereinafter described, or some of them, or some part or parts thereof, with all proper works, approaches, passages, tunnels, stations, platforms, junctions, sidings, bridges, roads, buildings, works, and conveniences connected therewith that is to say:—

Mullingar and Kells Section of Undertaking.

A Railway, No. 1, commencing in the parish of Mullingar, townland of Mullingar, and township of Mullingar, by a junction with the Midland Great Western Railway of Ireland at a point in the rails thereof distant 282 lineal yards or thereabouts from the north corner of the east signal box measured along the rails in an easterly direction and terminating in the parish of Mullingar and townland of Petitswood at a point in the east fence of the public road called Millmount-road, which point is distant 40 lineal yards or thereabouts from the north-east corner of the abutment of the bridge carrying the said Midland Great Western Railway over the said Millmount-road, and measured along the said east fence in a northerly direction.

The said intended Railway No. 1 will pass from, in, through, or into the parish, townlands, and places following, or some or one of them (that is to say):—The county of Westmeath, the parish of Mullingar, the townland and township of Mullingar, and the townland of Petitswood.

A Railway, No. 2, commencing at the point of termination of Railway No. 1 hereinbefore described, and terminating in the parish of Kells and townland of Townparks at a point in the rails of the Oldcastle, Kells, and Navan branch of the Great Northern Railway of Ireland, which point is distant 66 lineal yards or thereabouts from the north-west gate post of the level crossing at Kells Railway Station measured in a westerly direction along the rails of the said branch of the Great Northern Railway.

The said intended Railway No. 2 will pass from, in, through, or into the parishes, townlands and places following, or some or one of them (that is to say):—The Counties of Westmeath and Meath, the parishes of Mullingar, Rathconnell, Killulagh, Killucan, Castletown-Delvin, Clonarney, Killua, Killanon, Kilskeer, Burry, and Kells, the townlands of Ballinderry, Petitswood, Marlinstown, Marlinstown-Bog, Curraghmore, Macetown, Cooksborough, Wooddown, Killynan-Cooke, Killynan-Pratt, Teverin, Balrath North, Crosserdree, Reynella, Williamstown-Briscoe, Williamstown-Rochfort, Mulchanstown, Dysart, Ballynacor, Hiskenstown, Caddagh, Cartenstown, Billestown, Clonyn, Castletown-Delvin, Mitchelstown, Moyleroe-Big, Robinstown-Great, Moyleroe-Little, Clonarney, Cavestown and Rosmeath, Carnybrogan, Newtown, Galboystown, Kilrush-Lower, Clonmellon, Hartstown, Killua, Kilskeer, Johnstown, Robinstown, Balgeeth, Springville or Dandlestown, Balrath, Demesne, Chapelbride, Drumbaragh, Destinrath, Sheeny, Calliaghstown, Newrath Little, and Townparks, and the urban district of Kells.

Drogheda Section of Undertaking.

A Railway, No. 3, commencing in the parish of Duleek and townland of Platin at a point in the rails of the Oldcastle, Kells, and Navan Branch Railway of the Great Northern Rail-

way Company of Ireland, which point is distant 420 lineal yards or thereabouts from the 2¼ mile post on the said branch railway from Drogheda, and measured along the rails of the said branch railway in a south-westerly direction, crossing the river Boyne by a bridge, then passing along Wellington Quay and Haymarket, and terminating at a point on the inner face of the west parapet of St. Mary's Bridge in the urban district of Drogheda, parish of St. Peter's, and townland of Moneymore, which point is distant 16 lineal yards or thereabouts from the lamp post on the centre of the west parapet of the said bridge, measured in a northern direction along the said parapet.

The said intended Railway No. 3 will pass from, in, through, or into the parishes, townlands, and places following, or some or one of them (that is to say):—The counties of Meath and Louth, the urban district of Drogheda, the parishes of Duleek, Donore, St. Mary's, and St. Peter's, the townlands of Platin, Lagavooen, Rathmullen, Ballsgrrove, and Moneymore, and the bed and foreshore of the river Boyne

A Railway, No. 4, commencing at the point of termination of Railway No. 3 hereinbefore described, thence crossing St. Mary's Bridge on the level and passing along the North Quay, the Mall Custom House Quay, Merchants' Quay, Steampacket Quay, and Ballast Quay, and terminating on Ballast Quay in the urban district of Drogheda, townland of Yellowbatter, and parish of St. Peter's, at a point on the said quay in the centre between the two piers of the Great Northern Railway Viaduct at Drogheda, which said two piers carry the northern end iron girders of the said viaduct.

The said intended Railway No. 4 will pass from, in, through, or into the parishes, townlands, and places following, or some or one of them (that is to say):—The county of Louth, the parish of St. Peter's, the townlands of Yellowbatter and Moneymore, the urban district of Drogheda, and the bed and foreshore of the river Boyne.

To enable the Company to make and carry into effect the following purposes and works, or some of them, or some part thereof (that is to say):—

Work No. 1.

To take and to pull down, remove, and divert the existing road bridge over the river Boyne at Drogheda, known as Dominick-street Bridge, which extends from a point on the river's edge of Wellington Quay, opposite Dominick-street, in the parish of St. Peter's and urban district of Drogheda, to a point on the opposite or southern bank of the river Boyne, where the said bridge abuts on the said southern bank of the river in the parish of St. Mary's, and urban district of Drogheda, and to appropriate the site and materials thereof, and to erect a new road bridge over the river Boyne near to the site of the said existing bridge, commencing in the parish of St. Peter's and urban district of Drogheda at a point on the river's edge of the said Wellington Quay, opposite Patrick's Well-lane, which point is distant 66 lineal yards or thereabouts from the end of the north-west parapet of the said existing bridge, measured in a north-westerly direction along the river edge of the said Wellington Quay, and terminating in the parish of St. Mary's and urban district of Drogheda at a point on the south bank of the said river, which point is distant 80 lineal yards or thereabouts from the end of the south-west parapet of the said

existing bridge, measured in a north-westerly direction along the edge of the river bank and to make such roads and approaches to the said new bridge, or such alterations or deviations of the lines and levels of roads or approaches, quays, quay walls, wires, mains, pipes, sewers, apparatus, and other works in connection with the same as may be necessary or expedient.

The said bridge to be removed, and the new bridge and works connected therewith are and will be situate in the parishes of St. Peter's and St. Mary's, the foreshore, bed, and soil of the river Boyne, the townlands of Moneymore and Ballsgrove, the urban district of Drogheda, and the county of Louth.

Work No. 2.

A widening of the existing quays in Drogheda known as Wellington Quay and the Haymarket, commencing in the parish of St. Peter's and townland of Moneymore at a point on the river edge of Wellington Quay opposite the centre of Stockwell-lane, and terminating in the said parish and townland at a point on the west parapet of St. Mary's Bridge, which point is distant 16 lineal yards or thereabouts from the lamp-post on the centre of the west parapet of the said bridge, measured in a northern direction along said parapet.

The said intended widening will be situate in the parish of St. Peter's, the townland of Moneymore, the bed and foreshore of the river Boyne, the urban district of Drogheda and the county of Louth.

Work No. 3.

A widening of the existing quays in Drogheda known as the North Quay and Custom House Quay, commencing in the parish of St. Peter's and townland of Moneymore at a point on the east parapet of St. Mary's Bridge, which point is distant 186 lineal yards or thereabouts from a point on the river's edge of Custom House Quay, opposite the south-east corner of the Custom House, and measured along the river's edge of Custom House Quay and North Quay in a south-westerly direction, and terminating in the parish of St. Peter's and townland of Moneymore at a point on the river edge of the Custom House Quay opposite the south-east corner of the Custom House.

The said intended widening will be situate in the parish of St. Peter's, the townland of Moneymore, the bed and foreshore of the river Boyne, the urban district of Drogheda, and the county of Louth.

To make provision as to the vesting in and maintenance and repair of the said new or diverted bridge and approaches thereto by the County Council or other road or local authority, or parties by whom the existing bridge to be pulled down is at present maintained and repaired.

To authorize the Company to deviate laterally and vertically from the lines and levels of the intended railways and other works as shown on the plans and sections hereinafter mentioned, to the extent shown thereon, or as may be prescribed by the Bill.

To empower the Company to cross, stop up, alter, appropriate, and divert, temporarily or permanently, all streets or places, roads, quays, footways, railways, tramways, sidings, bridges, passages, sewers, drains, rivers, streams, watercourses, telegraphic, telephonic, and other electric apparatus, mains, pipes, and works of every description, so far as may be necessary or expedient for the purposes of the intended railways and other works; and to make provision for the maintenance and management of the intended new road bridge, and of

any new, altered, diverted, or substituted portions of road, or alterations of or additions to quays constructed under the powers of the Bill, by the respective parties liable to maintain and manage the said existing bridge, roads, or quays for which they are respectively substituted, or to which alterations or additions are made, as the case may be, or such other parties as may be specified in the Bill.

To exempt the Company from all or some of the provisions of the "Railways Clauses Consolidation Act, 1845," and "the Railways Clauses Act, 1863," especially the provisions relating to level crossings, fencing and other matters, and if thought fit to make other provisions with reference thereto and to other matters affecting the construction, working, and use of the intended railways, or any of them.

To empower the Company to purchase, lease, or otherwise acquire, by compulsion or by agreement, and to enter upon, take and use, temporarily or permanently, for the purposes of the intended railways and other works and of the Bill, lands, houses, and other property in the several parishes, townlands, and places herein named, and also easements in or over lands, houses, or other property, and to vary or extinguish all rights and privileges connected with the lands, houses, and other property to be purchased or taken as aforesaid, and to enable the Company to use the materials of the existing bridge for the purposes of the new bridge or otherwise, as the Bill may provide.

To enable the Company to purchase parts only of any property required to be taken for the purposes of the Bill, without being subject to the liability imposed by section 92 of the "Lands Clauses Consolidation Act, 1845."

To empower the Company to underpin, or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by the intended railways and other works, or any of them, and which houses and buildings may not be required for the purposes thereof.

To enable any persons having partial or limited interests in any lands which may be taken for the purposes of the Bill, or which may be benefited or improved, or would derive facilities or accommodation from the construction and working of the intended railways and other works, or any of them, and whether under disability or not, to subscribe to and hold shares in the capital of the Company, and to raise the money necessary for that purpose by mortgage, and to charge the same upon such lands, and to enable such persons to grant to the Company any land required for the intended railways and other works either free of charge or in consideration of shares or stock in the Company, and to accept compensation for injury to their property, caused by the said intended railways and other works in shares or stock of the Company, in such manner and upon such terms and conditions as may be agreed upon, or be provided or prescribed by the Bill.

To authorize the Company to levy tolls, rates, duties, and charges on and in respect of the use of the intended railways and works, and the conveyance of traffic thereon.

To alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To provide for the payment of interest or dividend on moneys to be raised under the powers of the Bill out of capital or money raised by borrowing during the construction of the intended railways and other works.

To authorize the Company and all other companies and persons lawfully running over, working, or using the intended railways, or the Undertaking of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls, rates, and charges, or other remunerations, as may be agreed upon, or as may be settled by arbitration, or fixed by the Bill, to run over, work, and use with their engines, carriages, waggons and trucks, and their officers, clerks and servants, and for the purpose of traffic of every description, the railways, or portions of railways, hereinafter described, or such portions thereof as shall be fixed by the Bill, and to use all stations, lights, signals, water and watering places, engine sheds, cranes, offices, warehouses, sidings, junctions, works and conveniences belonging to and connected therewith, situate on the portions of railways to be run over and used, that is to say:—

So much of the Oldcastle, Kells and Navan Branch Railway belonging to the Great Northern Railway Company (Ireland) (hereinafter called "the Northern Company") as is situate between the point of termination of Railway No. 2, hereinbefore described, and the point of commencement of Railway 3, hereinbefore described, including the use of Kells Railway Station of the Northern Company and works connected therewith. So much of the railway belonging to the Midland Great Western Railway of Ireland Company (hereinafter called "the Midland Company"), as is situate between the point of commencement of Railway No. 1, hereinbefore described, and the Mullingar Railway Station of the Midland Company, including the use of that station and works connected therewith.

To enable the Company to levy tolls, rates, and charges on the railways, or portions of railways, to be run over and used as aforesaid, and to alter the tolls, rates, and charges authorized to be levied thereon, and to take up and set down traffic of every description on the said railways or portions of railways to be run over and used as aforesaid.

To authorize and require the Northern Company and the Midland Company, or either of them, to afford all reasonable facilities for the purposes of traffic of every description, and to receive, book through, forward, accommodate, and deliver to and from their respective railways, and at the stations, warehouses, and booking offices thereof, all traffic of every description upon or coming from or destined for the Undertaking of the Company, on such terms and conditions as may be agreed or settled by arbitration, or be prescribed by the Bill.

To empower the Midland Company, the Northern Company, and the Company, or any of them, from time to time, to make, enter into, and carry into effect contracts, agreements, and arrangements with respect to any of the objects of the Bill and with respect to the construction, maintenance, management, working, and use of the intended railways and works, or any part thereof, or of the railway stations and works of the Midland Company and the Northern Company, or either of them, or any part thereof, and as to the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the Undertakings of the Contracting Companies, or any of them, the supply and maintenance of engines, stock, and plant, and the maintenance, use and repair thereof, the collection, payment, appropriation, apportionment and dis-

tribution of the tolls, rates, income and profits arising from the Undertakings of the contracting companies, or any of them, or any part thereof, the payments, allowances, drawbacks, or rebates to be made by any of the Contracting Companies to the other, or others of them, and the employment of officers and servants, and to authorize the appointment of a joint committee, or committees, for carrying into effect any object or purposes of any such contracts, agreements, or arrangements, or of the Bill, and to vest in and delegate to such committee or committees the necessary powers for the purposes aforesaid.

To authorize and empower the Midland Company, the Northern Company, and the Lancashire and Yorkshire Railway Company, or any of them, to subscribe or contribute towards the Undertaking of the Company, and to take and hold shares or stock in the capital of the Company, and to guarantee to or for the Company interest, dividends, annual or other payments on shares or stock or loans of the Company subject to such terms and conditions as may have been or may be agreed on or as may be fixed by the Bill, and for all or any of such purposes to apply their funds or revenues, and to raise additional capital in their respective undertakings by the creation and issue of new, ordinary, and preference shares and stock, or by borrowing on mortgage, or by the creation and issue of debenture stock, or by any of these modes to empower the Midland Company, the Northern Company, and the Lancashire and Yorkshire Railway Company, or any of them, to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them, and to appoint directors of the Company.

To sanction and confirm any contracts, agreements, and arrangements which have been made, or may be made, touching any of the matters contained in this Notice, and intended to be provided for in the Bill, and if deemed expedient to embody any such contracts, agreements, or arrangements in the provisions of the Bill.

To vary or extinguish all existing rights or privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To alter, vary, amend, extend, or repeal, so far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the following local Acts, that is to say:—8 and 9 Vict., c. 119, and any other Act relating to the Midland Company; 40 and 41 Vict., c. 70, 40 and 41 Vict., c. 71, and any other Act relating to the Northern Company; 6 and 7 Will. IV., cap. 111, and any other Act relating to the Lancashire and Yorkshire Railway Company; 5 Victoria, session 2, cap. 56, and any other Act relating to the Drogheda Harbour Commissioners or the port or harbour of Drogheda, and the "Municipal Corporations (Ireland), Act, 1840," and any other Act relating to the borough or urban district of Drogheda and all other Acts, Orders, deeds, charters, and instruments which it may be necessary or expedient to alter, vary, amend, extend, or repeal for the purposes of the Bill.

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the "Companies Clauses Acts, 1845 to 1889," the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and the "Railways Clauses

Acts, 1863," the "Railways Acts (Ireland), 1851, 1860, and 1864," "The Railways Traverse Act," the "Regulation of Railways Act, 1868," and any Acts amending any such Acts and other necessary Acts.

And notice is also hereby given that duplicate plans describing the lines and the situation of the intended railways and other works, and the lands, houses, and other property which will, or may, be taken for the purposes thereof, and of the works and conveniences connected therewith, or for the purposes of the Bill, and duplicate sections describing the levels of the intended railways and other works, together with a book of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and an Ordnance Map with the line of the intended railways delineated thereon so as to show their general course and direction, and copies of this Notice, as published in the Dublin Gazette, will, on or before the 29th day of November inst., be deposited for public inspection, as follows:—

As regards railways and works situated in the county of Westmeath, with the Clerk of the Peace of the county of Westmeath, at his office in the Court House at Mullingar;

As regards railways and works situated in the county of Meath, with the Clerk of the Peace of the county of Meath, at his office in the Court House at Trim;

As regards railways and works situated in the county of Louth, with the Clerk of the Peace of the county of Louth, at his office in the Court House at Dundalk.

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 areas herein-after mentioned, in or through which the said intended railways and other works will be made, or in which any lands, houses, or other property are intended to be taken, together with a copy of this Notice, will be deposited as follows:—

As regards the rural district of Mullingar, with the Clerk of the Rural District Council, at his office at the Union Workhouse, Mullingar.

As regards the rural district of Delvin, with the Clerk of the Rural District Council, at his office at the Union Workhouse, Delvin.

As regards the rural district of Oldcastle, No. 1, with the Clerk of the Rural District Council, at his office at the Union Workhouse, Oldcastle.

As regards the rural district of Kells, with the Clerk of the Rural District Council, at his office at the Union Workhouse, Kells.

As regards the rural district of Meath, with the Clerk of the Rural District Council, at his office at the Union Workhouse, Drogheda.

As regards the urban district of Kells, with the Clerk of the urban district of Kells, at his office at Kells.

As regards the urban district of Drogheda, with the Clerk of the urban district of Drogheda, at his office at Drogheda, and as regards the township or urban district of Mullingar, with the Clerk to the Town Commissioners of Mullingar, at his office at Mullingar.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1902.

W. J. SHANNON, 19, Upper Ormond-quay, Dublin, Solicitor.

HOLMES, GREIG, and GREIG, 18, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In the Light Railway Commission
The Light Railways Act, 1896.

DIDCOT AND WATLINGTON LIGHT RAILWAY.

DIDCOT AND WATLINGTON LIGHT RAILWAY EXTENSIONS.

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners by the Light Railways Development Company Limited in the present month of November for an Order to revive the powers and to extend the periods respectively limited by the Didcot and Watlington Light Railway Order 1899 and the Didcot and Watlington Light Railway Extensions Order, 1899, for the compulsory purchase of the lands required for, and for the completion of the works authorized by those Orders respectively and so far as may be necessary or expedient for effecting these purposes to amend or extend the provisions of the said Orders.

Copies of the draft proposed Order can be obtained on and after the 29th day of the present month at the offices of the undersigned at the price of one shilling each.

Objections to the application should be made in writing addressed to the Secretary to the Light Railway Commission, 54, Parliament-street, Westminster, and a copy sent to the undersigned.

Dated this 19th day of November, 1902.

BIRCHAM and Co., 46, Parliament-street, Westminster, Solicitors and Parliamentary Agents, for and on behalf of the Light Railways Development Company Limited.

In Parliament.—Session 1903.

COMMERCIAL GAS.

(As to Burner and Testing; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Commercial Gas Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the following objects, or some of them (that is to say):—

To make provision with respect to the testing of the illuminating power of the gas supplied by the Company and the burner to be used therein, and the method of using the same, and to alter, amend, or repeal the provisions of the Commercial Gas Act, 1875, as amended by the Commercial Gas Act, 1902 (and especially sections 52 and 34 of the said Act of 1875, relating to the above matters), and any other Act or Acts relating to the Company or their Undertaking.

To vary or extinguish all or any rights or privileges inconsistent with or which would interfere with any of the objects or purposes or provisions of the Bill, and to confer other rights and privileges.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

HOLLAMS, SONS, COWARD, and HAWKSLEY, 30, Mincing-lane, London, Solicitors for the Bill.

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

In Parliament.—Session 1903.

LONDON UNITED TRAMWAYS.

(Powers to Widen Streets and Roads and Acquire Lands in the Counties of Middlesex, Surrey, and London; Extension of Time for purchase of Lands; Agreements for Supply of Electrical Power; Special Provisions as to compensation for Lands taken, &c.; Powers to Surrey County Council, Middlesex County Council, and Kingston Bridge Trustees to raise Money for the purposes of Section 34 of the London United Tramways Act, 1901; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London United Tramways (1901) Limited (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

1. To empower the Company to make the widenings of streets and roads hereinafter described in the counties of Middlesex, Surrey and London (that is to say):—

In the parish and urban district of Twickenham—

- (a) On the east side of London-road, between points respectively 83 yards, or thereabouts, north and 38 yards, or thereabouts, south of the centre of Cole-road.
- (b) On the north side of Richmond-road, between points respectively 77 yards, or thereabouts, west and 83 yards, or thereabouts, east of the centre of Crown-road.
- (c) On the south side of Richmond-road, between points respectively 36 yards and 63 yards, or thereabouts, west of the north-west corner of Montpelier-road.
- (d) On the south-east side of Hampton-road, between the north-east corner of Walpole-road and a point 119 yards, or thereabouts, measured in a northerly direction therefrom.
- (e) On the west side of Hampton-road, between the south-east corner of Fifth Cross-road and the north-east corner of Sixth Cross-road.

In the parish and urban district of Teddington—

- (a) On the west side of Wellington-road, between a point 33 yards, or thereabouts, south of a point opposite the centre of Fulwell-road and the north-east corner of the Duke of Wellington public-house.
- (b) On the west side of Kingston-road, between points respectively 67 yards, or thereabouts, south and 83 yards, or thereabouts, north of the north-east corner of the premises known as Ferncroft.
- (c) On the east side of Kingston-road, between the north-west corner of Athara-road and a point 248 yards, or thereabouts, measured in a northerly direction therefrom.
- (d) On the east side of Kingston-road, between points respectively 36 yards, or thereabouts, south and 60 yards, or thereabouts, north of a point in line with the south side of the premises known as Clonbrook.
- (e) On the north side of High-street, Teddington, between a point opposite the north-east corner of Langham-road and a point 22 yards, or thereabouts, west of the western corner of the Teddington High-street Post Office.
- (f) On the north side of High-street, Teddington, between points respectively 122 yards, or thereabouts, east and 48 yards, or thereabouts, west of the centre of Cambridge-road.
- (g) On the south side of High-street, Teddington, between the north-east corner of

Cedar-road and a point 19 yards, or thereabouts, east of the north-east corner of Field-lane.

- (h) On the east side of Park-road, between a point opposite the junction of Park-road and Wolsey-road and a point 72 yards, or thereabouts, measured in a northerly direction therefrom.
- (i) On the north side of Broad-street, between the south-west corner of Church-road and a point 97 yards, or thereabouts, west of the south-west corner of Elfin-grove.
- (j) On the west side of Stanley-road, between a point 100 yards, or thereabouts, north-west of the junction of Stanley-road with Hampton-road and the north-eastern corner of Gloucester-road.
- (k) On the west side of Stanley-road, between points respectively 69 yards, or thereabouts, south and 214 yards, or thereabouts, north of the centre of Fulwell-road.

In the parish and urban district of Hampton—

- (a) On the west side of High-street, Hampton, between the south-east corner of Burton-lane and a point 10 yards, or thereabouts, south of the Duke of Clarence public-house.
- (b) On the east side of High-street, Hampton, between the south-west corner of the Star public-house and a point in line with the north-east side of the Hampton Hill Congregational Church.
- (c) On the east side of High-street, Hampton, between the northern boundary of the grounds of Longford Lodge and the southern boundary of the grounds of Grove House.
- (d) On the east side of High-street, Hampton, between the northern boundary of the premises of the White Hart public-house and a point 21 yards, or thereabouts, measured in a northerly direction from that boundary.
- (e) On the east side of Church-street, Hampton, between points respectively 71 yards and 119 yards, or thereabouts, south of the southern boundary of the premises of the White Hart public-house.

In the parish of East Molesey and urban district of East and West Molesey—

- (a) On the west side of Bridge-road, between points respectively 80 yards and 97 yards, or thereabouts, south of the north-east corner of the Thames Hotel.
- (b) On the east side of Bridge-road, between points respectively 12 yards, or thereabouts, north and 19 yards, or thereabouts, south of the junction of Wolsey-road with Bridge-road.
- (c) On the east side of Bridge-road, between points respectively 83 yards and 103 yards, or thereabouts, south of the south-east corner of Arnison-road.
- (d) On the west side of Bridge-road, between points respectively 20 yards and 73 yards, or thereabouts, south of the north-west corner of the King's Arms public-house.
- (e) On the west side of Ember-lane, between points respectively 30 yards, or thereabouts, north and 184 yards, or thereabouts, south of the centre of the bridge carrying the road over the River Mole.
- (f) On the east side of Ember-lane, between points respectively 67 yards and 260 yards, or thereabouts, south of the centre of the bridge carrying the road over the River Ember.
- (g) On the west side of Ember-lane, between points respectively 170 yards and 254 yards, or thereabouts, south of the centre of the bridge carrying the road over the River Ember.

In the parish of Heston and urban district of Heston and Isleworth—

- (a) On the south-east side of Hanworth-road, between the north-east corner of Chapel-road and a point 60 yards, or thereabouts, measured in a north-easterly direction therefrom.
- (b) On the north side of Hanworth-road, between points respectively 16 yards and 60 yards, or thereabouts, west of the north-east side of the Tankerville Arms public-house.

In the parish and urban district of Sunbury—

On the north side of Hanworth-road, between points respectively 28 yards, or thereabouts, south-west and 630 yards, or thereabouts, north-east of a point opposite the north-west corner of the Running Horse public-house.

In the parish of Hanworth and rural district of Staines—

- (a) On the north-west side of Staines-road, between points respectively 70 yards and 233 yards, or thereabouts, south-west of the centre of the bridge carrying the road over the aqueduct of the East London Waterworks.
- (b) On the north side of Staines-road, between the south-west corner of School-road and a point 218 yards, or thereabouts, measured in a westerly direction therefrom.
- (c) On the south side of Staines-road, between points respectively 41 yards and 21 yards, or thereabouts, west of the north-east corner of the Brown Bear Inn.
- (d) On the south side of Staines-road, between points respectively 17 yards and 43 yards, or thereabouts, east of the north-east corner of the Brown Bear Inn.

In the parish of New Malden and urban district of The Maldens and Coombe—

On the north side of Kingston-road, between the junction of Kingston-road with Malden-road and a point 80 yards, or thereabouts, measured in a westerly direction from that junction.

In the parish of Mortlake and urban district of Barnes—

- (a) On the south side of Lower Richmond-road, between points respectively 80 yards and 533 yards, or thereabouts, west of a point opposite the south-east corner of Kew-lane.
- (b) On the south side of Lower Richmond-road, between a point opposite the south-east corner of Kew-lane and a point 80 yards, or thereabouts, measured in a westerly direction therefrom.
- (c) On the south side of Lower Richmond-road, Mortlake, between a point opposite the south-east corner of Kew-lane and a point 47 yards, or thereabouts, east of a point opposite the centre of Williams-lane.
- (d) On the south side of High-street, Mortlake, between the north-east corner of Sheen-lane and a point 70 yards, or thereabouts, measured in an easterly direction from that corner.
- (e) On the south side of High-street, Mortlake, between the north-east corner of Tinderbox-alley and the north-west corner of First-avenue.
- (f) On the north side of High-street, Mortlake, between points respectively 2 yards and 48 yards, or thereabouts, measured in an easterly direction from a point opposite the north-east corner of First-avenue.

In the parish and metropolitan borough of Hammersmith—

- (a) On the west side of Paddenswick-road, between the northern boundary of Saint Peter's School and a point 133 yards, or

thereabouts, measured in a southerly direction from that boundary.

- (b) On the west side of Paddenswick-road, between the south-east corner of Shaftesbury-road and a point 14 yards, or thereabouts, measured in a southerly direction therefrom.
- (c) On the west side of Paddenswick-road, between the north-east corner of Shaftesbury-road and a point 103 yards, or thereabouts, measured in a northerly direction therefrom.
- (d) On the east side of Paddenswick-road, between points respectively 37 yards and 144 yards, or thereabouts, north of the north-west corner of Wellesley-avenue.
- (e) On the east side of Askew-road, between points respectively 126 yards and 23 yards, or thereabouts, south of the south-west corner of Westville-road.
- (f) On the west side of Askew-road, between the north-east corner of Cobbold-road and the north-west corner of Becklow-road.
- (g) On the east side of Askew-road, between the north-west corner of Clifton-road and a point 83 yards, or thereabouts, measured in a northerly direction therefrom.

In the parish and urban district of Wimbledon—

On the north side of High-street, Merton, between the south-east corner of Hamilton-road and the south-west corner of Nelson-road.

In the parish of Merton and rural district of Croydon—

- (a) On the west side of West Barnes-lane between points respectively 60 yards, or thereabouts, south and 70 yards, or thereabouts, north of the centre of the bridge carrying the London and South Western Railway over West Barnes-lane.
- (b) On the east side of West Barnes-lane, between points respectively 40 yards, or thereabouts, south and 45 yards, or thereabouts, north of the centre of the bridge carrying the London and South Western Railway over West Barnes-lane.
- (c) On the south side of High-street, Merton, between the north-east corner of the Horse and Groom public-house and the north-west corner of Pincott-road.

In the parish of Mitcham and rural district of Croydon—

- (a) On the south-east side of High-street, Colliers Wood, between the bridge carrying the road over the River Wandle and a point 83 yards, or thereabouts, measured in an easterly direction therefrom.
- (b) On the north-west side of High-street, Colliers Wood, between points respectively 158 yards, or thereabouts, south-west and 147 yards, or thereabouts, north-east of the centre of Byegrove-road.
- (c) On the south-east side of High-street, Colliers Wood, between the north-east corner of Church-road and the south-west corner of Cavendish-road.

2. To empower the Company to purchase or acquire by compulsion or agreement, and to hold, sell and let lands and houses or easements therein, for all or any of the purposes of the street and other widenings and works proposed to be authorized by the intended Act, and for the general purposes of their Undertaking, and also to purchase and acquire in like manner and to hold, sell and let the lands, houses and premises hereinafter described, and to erect offices, depôts, buildings or other works and conveniences on any such lands, and to empower the Company 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.

The lands and houses hereinbefore referred to are as follows:—

Certain lands and buildings in the parish and urban district of Teddington on the north side of High-street, from a point opposite the north-east corner of Langham-road, to a point 22 yards, or thereabouts, west of the western corner of Teddington High-street post office.

Certain lands and buildings in the parish of Mortlake and urban district of Barnes on the south side of Lower Richmond-road, between a point opposite the south-eastern corner of Kew-lane and a point 80 yards, or thereabouts, west thereof.

Certain lands and buildings in the parish of Mortlake and urban district of Barnes on the south side of High-street, between the north-east corner of Sheen-lane and a point 70 yards, or thereabouts, measured in an easterly direction from that corner.

Certain lands and buildings in the parish of Mortlake and urban district of Barnes on the north side of High-street, between points respectively 2 yards and 48 yards east of a point opposite the north-east corner of First-avenue.

Certain lands and buildings in the parish and urban district of Hampton on the east side of High-street, Hampton, between the south-west corner of the Star public-house and a point in line with the north-east side of Hampton Hill Congregational Church.

Certain lands and buildings in the parish and metropolitan borough of Hammersmith on the west side of Paddenswick-road, between points respectively 44 yards and 111 yards, or thereabouts, north of the north-east corner of Albion-gardens.

Certain lands and buildings in the parish and metropolitan borough of Hammersmith on the east side of Askew-road, between points respectively 67 yards and 126 yards, or thereabouts, south of the south-west corner of Westville-road.

3. To extend the time now limited under the London United Tramways Act, 1900, for the compulsory purchase of lands for the purpose of street widenings in connection with Tramway No. 2 by that Act authorized.

4. To empower the Company and any Local Authority or any company or person to enter into and carry into effect agreements with respect to the supply by the Company to such Local Authority, company or person of electrical power.

5. To make provision as to the payment of costs in cases of disputed compensation by persons claiming compensation from the Company.

6. To make special provisions as to determining the purchase money and compensation payable in respect of lands and property required for the purposes of the intended Act, and to provide for limiting the amount thereof, and claims in respect thereof, in cases of recent buildings and alterations and recently created interests therein.

7. To empower the County Councils of Surrey and Middlesex (hereinafter called "the County Councils"), and the Kingston Bridge Trustees respectively, or any of them, to raise moneys for the purpose of carrying out all or any of the provisions of section 34 of the London United Tramways Act, 1901, by borrowing or otherwise, and to apply their existing funds and moneys for those purposes, and to enable the County Councils respectively to borrow such moneys on the security of their respective

county rates or such other security as may be prescribed or authorized by the intended Act, and to empower the said trustees to borrow such moneys on the security of their lands, property and revenues or otherwise as the intended Act may authorize or prescribe, and to make provision as to the periods for the repayment of the moneys to be so borrowed, and otherwise in relation thereto, and to confer upon the County Councils and the said trustees respectively all such powers and authorities as may be necessary or expedient to enable them to carry into effect the provisions of the said section 34, and to authorize agreements between the Company on the one hand and the County Councils and the said trustees or any of them on the other hand with respect to all or any of the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

8. 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.

9. To alter, amend, extend or repeal all or some of the provisions of the London United Tramways Acts, 1873 to 1902, and any other Acts relating to the Company; the Act 6 Geo. IV, cap. 125, and any other Acts relating to Kingston Bridge or the Kingston Bridge Trustees; the Act 26 and 27 Vic., cap. 197, and any other Acts relating to Hampton Court Bridge, and the Local Government Act, 1888, and any other Acts relating to the County Councils.

10. And notice is hereby further given, that duplicate plans and sections of the intended works, and a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instaut, 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 Surrey, at his office at the County Hall, Kingston-upon-Thames; and with the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; and that a copy of so much of the plans, sections and book of reference as relates to each of the areas hereinafter mentioned, and a copy of this Notice as published in the London Gazette, will, on or before the same day, be deposited for public inspection as follows (that is to say):—

As relates to the Metropolitan Borough of Hammersmith, with the Town Clerk of that borough, at his office at the Town Hall, Hammersmith; as relates to any urban district, with the clerk to the council of such district, at his office; as relates to the parishes of Hanworth, Merton and Mitcham, with the clerks to the respective parish councils of those parishes, at their respective residences.

11. Printed copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

HUGH C. GODFRAY, 42, Finsbury-square, London, E.C.;	} Solicitors.
STANLEY, WASBROUGH and DOGGETT, 18, Clare-street, Bristol, and 16, Great George-street, Westminster;	
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.	

In Parliament.—Session 1902.

IPSWICH GAS.

(Extension of Area of Supply; Acquisition of Lands by Agreement; Use of Lands for Storage of Gas; Exemption of Fittings from Distress or Execution; Use of Anti-fluctuators; Breaking up Private Streets; Regulation and Specification of Fittings, &c., in Consumer's Premises, and Power to Cut off Supply to Improper Fittings, &c.; Errors in meters; Refusal to Supply Gas in Certain Cases; Notices; Supply of Gas in Bulk; Additional Capital and Provisions with respect thereto; Special Auction Clauses; Discounts; Incorporation and Amendment of Acts; Incidental Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Ipswich Gas Light Company (hereinafter called "the Company"), for leave to bring in a Bill for the following, or some of the following purposes:—

To empower the Company to acquire by agreement and to hold lands for the general purposes of their Undertaking and upon the lands hereinafter described or any part or parts thereof, to make, erect and maintain gasworks, gasholders, mains, pipes, machinery, and other apparatus, works and conveniences for the storage of gas and residual products obtained in the manufacture of gas, and to store gas and residual products.

The lands hereinbefore referred to are:—

Certain lands in the parish of St. Clement, Ipswich, in the County of Suffolk, containing 4 acres and 10 perches or thereabouts, comprising: (a) The Fountain Inn and grounds attached thereto, belonging or reputed to belong to J. D. Cobbold; and (b) dwelling-house and grounds attached thereto, belonging or reputed to belong to the Company, which lands are bounded on the north by Myrtle-road, on the west by Holywells-road, and on the south and east by lands belonging or reputed to belong to J. D. Cobbold.

To extend the area of supply of the Company so as to include the parishes of Bramford, Whitton, Westerfield, Rushmere, Nacton, Wherstead, Belstead and Sproughton, which parishes are all in the County of Suffolk, and to empower the Company to supply gas within such extended area and to make provisions for the levying and recovery of rates, rents and charges for the supply of gas.

To exempt meters, fittings, gas stoves, gas engines, and other appliances let for hire by the Company from liability to distress or to be taken in execution, or under any proceedings in Bankruptcy.

To enable the Company to require the use of anti-fluctuators or other apparatus in connection with gas engines supplied with gas by the Company for preventing interference with the proper supply of gas by the Company and to empower the Company to cease to supply or to refuse to supply with gas any engine not fitted with such apparatus, and to provide for access to and inspection by the Company of such gas engines and apparatus.

To empower the Company to lay gas mains, pipes, and apparatus in any street or road laid out but not dedicated to public use.

To empower the Company to allow such discounts or rebates to consumers of gas as they may think proper, or as may be provided by the intended Act.

To enable the Company to make regulations

with respect to and to specify the size and material of pipes and fittings to be laid on consumers' premises; as to the position of meters in new buildings; and for the inspection of meters, pipes and fittings in new buildings by the Company, and to provide penalties recoverable by the Company for the use of pipes or fittings, which do not comply with the Company's specification, and to enable the Company to cease to supply or refuse to supply gas to any pipes or fittings which do not comply with the Company's specification.

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 or existed and as to the allowance to be made to or by the Company in consequence of any such errors and the recovery of such allowance.

To empower the Company to refuse to supply persons in debt to the Company in respect of other property, and to make provisions with respect to the notices to be given to the Company by persons ceasing to take a supply of gas.

To enable the Company and any county or Local Authority, company, or person within or beyond the limits of supply, to enter into and carry into effect contracts and arrangements for or with respect to the supply by the Company of gas in bulk.

To enable the Company to apply to the purposes of the intended Act any of their existing funds, and any moneys they are still authorized to raise, and for those purposes and the general purposes of their Undertaking, to raise additional capital by shares and stock and by loan or by debenture stock, and to attach to any such shares and stock such preference or priority of dividend or interest, and such rights to dividend as the Bill may define, and to make such other provisions with respect to the capital of the Company and the classification and arrangement thereof as the Bill may define.

To make special provisions for the disposal of new shares or stock by auction or tender, and for the issue of shares or stock to the proprietors in the Company or to the consumers or gas supplied by the Company or to persons in the employ of the Company, and to make all necessary provisions for or in connection with such matters.

The Bill may incorporate with itself, subject to any extension, alteration, or variation which may be deemed expedient, all or any of the provisions of the Gasworks Clauses Act, 1847, as amended by the Gasworks Clauses Act, 1871, and the Companies Clauses Acts, 1845 to 1889, and may repeal, alter, and amend such of the provisions of the Ipswich Gas Act, 1847, the Ipswich Gas Act, 1864, the Ipswich Gas Act, 1883, and any other Act or Acts relating to the Company or their Undertaking, as may be deemed expedient, and will confer on the Company all such rights and privileges as may be deemed necessary for effecting the objects of the Bill, and will vary and extinguish all rights and privileges which would interfere with any of its objects.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

NOTCUTT and SON, Ipswich, Solicitors.

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

In Parliament.—Session 1903.

WALKER AND WALLSEND UNION GAS COMPANY.

(Additional Powers.)

(Extension of existing Gas Works; New Railways into Works; Alteration of Public Footbridge; Compulsory purchase of Lands and Buildings, and of Sites of Existing Works; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Maintenance of Existing Gas and other Works; Further Capital and Borrowing Powers; Temporary Loans; Conversion of Existing Capital Stock; Altering Qualification of Directors; Scale of Voting and Quorum of Meetings; Closing of Transfer Books and Payment of Interim Dividends; Power to lay Pipes in Streets not dedicated to Public Use; and various Provisions and Regulations in regard to Supply and Use of Gas, Gas Fittings, and Gas and other Apparatus, Recovery of Gas Rents, Consumer's Pipes, Meters and Fittings; Exempting Company's Property from Distress; for altering Standard Illuminating Power of Gas and altering provisional Regulating Price of Gas and Dividends; Reserve Insurance and Renewal Funds; Interest on Deposits; Agreements with other Bodies; and other Provisions; Amendment and Incorporation of Special and General Acts.)

NOTICE is hereby given that application is intended to be made to Parliament by the Walker and Wallsend Union Gas Company (hereinafter called "the Company"), in the ensuing Session, for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

1. To empower the Company to enlarge and extend their existing gas works, and for that purpose to purchase and take by compulsion or agreement the lands next hereinafter described or some part or parts thereof, situate wholly in the parish and urban district of Walker, in the county of Northumberland (that is to say):—

(a) A piece of land of a triangular shape belonging to the Corporation of Newcastle-upon-Tyne, and leased to and occupied by the Walker Coal Company, Limited, and forming part of the Colliery refuse heap, containing an area of 6.14 perches or thereabouts, bounded on the west by an imaginary line drawn in a northerly direction for a distance of 100 feet from a point in the north boundary wall of the Company's gas works at Walker, distant 122 feet from the eastern corner of the said wall, on the south by the said boundary wall, and on the north-east by the piece of land next hereinafter described.

(b) A piece or parcel of land with the fowl houses and enclosures thereon containing 3 acres 0 roods 8.89 perches or thereabouts belonging to the Corporation of Newcastle-upon-Tyne, bounded on the south in part by the existing gas works of the Company, and in other parts by Back Mitchell-street, Back Bath-street, and the site of the proposed side street adjoining the premises known as No. 32, Bath-street, on the east in part by back Bath-street and in other part by Bath-street, and on or towards the north-west and west by the colliery wagon-way and premises of the Walker Coal Company Limited.

2. To empower the Company on the pieces of land (a) and (b) hereinbefore described, and within the limits of the same or on some part or parts thereof to construct additional works for the manufacture and storage of gas, including carburetted water gas, and for the manufacture and conversion of the residual products arising in the manufacture of such gas, and to manu-

facture, convert, and store such gas and residual products thereon accordingly.

3. To empower the Company to purchase and acquire by compulsion or agreement the lands forming the sites of the present gas works of the Company in the parishes of Willington Quay and Walker, being the lands described in Part 1, and the lands (b) and (c) described in Part 2 of the Schedule to the Walker and Wallsend Union Gas Act, 1884, and held by the Company under leases from the Corporation of Newcastle-upon-Tyne, dated respectively the 16th of October, 1861, the 1st of April, 1863, the 2nd of August, 1876, and the 9th of January, 1884, subject to the Company's interest under the said leases.

4. To authorize the Company to hold and use the lands hereinbefore described for the purposes of their Undertaking, and from time to time to sell and dispose of any lands acquired by them under the powers of the Bill, or of their special Acts, and which may not or may no longer be required for those purposes.

5. To empower the Company to maintain the existing gangway from the Company's jetty on Willington Gut to their Gas Works at Willington Quay and the said jetty, and to alter, extend, or improve the said gangway and jetty, and to empower the Company on the one hand and the Corporation of Newcastle-upon-Tyne, the Willington Quay Urban District Council, and the Tyne Improvements Commissioners, or any of them on the other hand, to enter into agreements with respect to the maintenance and the mode of altering and improving the said gangway and jetty, or either of them, or otherwise in relation thereto.

6. To empower the Company to make, maintain, and use the railways and works hereinafter described, or some part thereof, all in the said parish of Walker, together with all necessary junctions, sidings, works and conveniences connected therewith respectively, or required for the purposes thereof, and for that purpose to enter upon, take and use either by compulsion or agreement the lands and premises shewn on the plans to be deposited, as hereinafter mentioned, which may be required for the purposes of the said railways and works.

The said intended railways and works are:—

(1) A Railway (No. 1), commencing by a junction with the riverside branch of the North Eastern Railway Company at the southern end of the bridge, carrying that railway over the Walker Colliery Staithes wagon-way, and terminating at a point in line with and about 45 feet, measured in a westerly direction from the northerly abutment of the bridge, carrying the North Eastern Railway Company's riverside branch railway over Mitchell-street, Walker.

(2) A Railway (No. 2), commencing by a junction with the intended railway No. 1 at a point about 230 feet, measured in a southerly direction from the said bridge, carrying the said riverside branch railway over the said Walker Colliery Staithes wagon-way, and terminating at the western side of Bath-street, at a point about 15 feet measured southward from the north-western corner of that street; and in connection therewith.

(3) An alteration and extension of the existing public footbridge over the said Walker Colliery Staithes wagon-way, and leading from Forster-street to vacant ground adjoining the Walker East Board Schools, commencing at the north end of the said footbridge and terminating at or near the eastern side of Forster-street, at a point about 37 feet from the northerly end of that street, and to vest the said footbridge as altered and extended in, and to provide for the main-

tenance and repair thereof by the Walker Urban District Council, or as may be otherwise provided in the intended Act.

7. To authorize the Company to deviate laterally from the line of the intended railways and works to the extent shewn on the plans thereof hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels thereof shown on the sections hereinafter mentioned.

8. To empower the Company, notwithstanding the provisions of section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take part only of any property without being required to take the whole.

9. To authorize the Company for the purposes of their gas Undertaking, and of the intended Act to raise further capital by the creation and issue of new, ordinary, or preference shares or stock, or by both of those modes, and to borrow further money on mortgage or by the creation and issue of debenture stock, and to provide for the sale or disposal of such capital by auction, tender, or otherwise, as may be prescribed by the Bill or directed by Parliament.

10. To provide for the conversion of the existing capital stock of the Company into stock bearing a lower rate of dividend, and with or without a preference or priority in payment of dividend or other rights and privileges over the further capital to be raised under the authority of the intended Act.

11. To empower the directors to draw and accept bills and promissory notes for short periods for temporary purposes.

12. To increase the qualification of directors of the Company, and to alter the scale of voting and quorum at general meetings of the Company, to provide for the payment of half-yearly interim dividends, and for the closing of the transfer books for that purpose.

13. To confer further powers upon the Company and to make further or other provisions with respect to the following matters, or some of them, namely:—Powers to the Company to lay gas mains, pipes, and apparatus in streets not dedicated to public use, to refuse a supply of gas to persons in debt to the Company for gas supplied to other premises; to require consumers of the Company's gas, using gas engines, to provide and keep in repair anti-fluctuators, or other like apparatus, for controlling and regulating the supply of gas to such engines, and to provide for the testing and inspection of such apparatus by the Company; and to reduce the rate of interest payable by the Company on the sums deposited by consumers as security.

14. To make better provision with respect to the laying, placing, construction, size, and material, and the examination and inspection of the pipes and fittings to be laid from the Company's mains into the consumers' premises, and the position of the consumers' meters; to exempt the Company from penalties for failure to comply with the enactments relating to the Company in case of unavoidable causes; to authorize the Company to purchase, provide, sell, let on hire, deal, or fix, maintain, and repair, and to charge for work done and materials supplied in relation to fixing and repairing, gas stoves and ranges, gas engines, and electric and other apparatus in connection therewith, burners, tubes, pipes, meters, and fittings, and other apparatus and appliances for lighting, heating, cooking, ventilating, and for motive power, and for other purposes; and to exempt from distress or seizure under any process of law, any such engines,

machinery, burners, tubes, pipes, meters, and fittings, apparatus, and appliances as may be let by the Company on hire, or disposed of by the Company on terms of payment by instalment before the instalments are wholly paid; to authorize the Company to allow discounts or rebates to the consumers for the prompt payment of gas rates, rents, and charges, and to alter the existing rates, rents, and charges for gas, and to make better provisions for securing the payment to the Company of gas rates, rents, and charges, and for the prepayment thereof in certain cases.

15. To alter the standard of the illuminating power of the gas supplied by the Company, and to alter or amend the provisions of the Company's special Acts with reference to the limitation of price of gas and rate of dividend on the ordinary capital of the Company, and if thought fit, to alter the provisions of the said Acts with respect to reserve and insurance funds and to authorize the Company to form a renewal fund out of the gas revenue of the Company to provide for the renewal and repair of their works.

16. To alter, amend, extend, or repeal the provisions of the Walker and Wallsend Union Gas Act, 1866; the Walker and Wallsend Union Gas Act, 1884; the Walker and Wallsend Union Gas Company's (Electric Lighting) Act, 1899, and the Walker and Wallsend Union Gas Company's (Electricity Capital) Act, 1900, so far as may be necessary for effecting the objects of the intended Bill, and to incorporate with the Bill, with or without modification, all or some of the provisions of the Lands Clauses Acts; the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Gas Works Clauses Acts, 1847 and 1871, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and of any Acts amending or extending those Acts, so far as may be necessary or convenient for carrying into effect the said objects; to vary or extinguish all rights and privileges, and to alter, modify, repeal, or rescind all existing enactments, covenants, restrictions, or agreements which would or might impede or interfere with the carrying out of those objects, and to confer, vary, or extinguish other rights, privileges, or exemptions.

17. And notice is hereby given that on or before the 30th day of November, instant, duplicate plans and sections of the said intended railways and works connected therewith, with an Ordnance map shewing the line of the railways delineated thereon, the plans also shewing the lands intended to be taken compulsorily for the purposes of the said railways, and works, and plans, shewing the lands which may be taken compulsorily under the powers of the Bill for the purposes of gas works, with a book of reference to the said plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of those lands, 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 Northumberland, at the Moot Hall, Newcastle-upon-Tyne, and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to the several parishes hereinafter named, with a copy of this Notice as published aforesaid, will be deposited for public inspection as follows:—As regards the parish and urban district of Walker, with the Clerk of the Walker Urban District Council, at his office, and as regards the parish and urban district of Willington Quay, with the Clerk of the Willington Quay Urban District Council at his office.

18. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 15th day of November, 1902.

W. S. DAGLISH and MULCASTER,
28, Sandhill, Newcastle-upon-Tyne,
Solicitors for the Bill;
DURNFORD and Co., 38, Parliament-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

HARROGATE WATER.

(Extension of Limits of Supply; Confirmation of Agreement with Knaresborough Urban District Council; Transfer to Corporation of Knaresborough Water Undertaking; Power to Corporation to construct Works and lay Mains in Knaresborough, and to Supply Water; Rates and Charges for Supply; Power to Borrow; Repeal, Amendment and Incorporation 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 purposes:—

1. To extend the limits within which the Corporation may supply water for domestic and all other purposes so as to include the urban district of Knaresborough, the parish of Scriven, and so much of the parish of Knaresborough Outer as is not already within the limits of supply of the Corporation, which limits are in this Notice referred to as "the extended limits."

2. To confirm, subject to any alterations therein that Parliament may think fit to make, an agreement made between the Corporation of the one part and the Urban District Council of Knaresborough (in the Notice referred to as "the Knaresborough Council") of the other part, and to provide for the transfer to the Corporation of the water undertaking of the Knaresborough Council with all mains, valves, implements and tools vested in the said Council, and including also certain pieces of land adjoining Brewerton-street, Knaresborough, now belonging to the said Council in connection with their water undertaking, and the cottage, water-tower, cisterns and other erections upon such pieces of land.

3. To authorize the Corporation to maintain, extend, alter or do away with the waterworks of the Knaresborough Council when acquired, and to construct and lay mains and pipes throughout the extended limits of supply.

4. To empower the Corporation to supply water throughout the extended limits, and to exercise all the powers, rights and duties, and come under the same obligations with regard to the extended limits as they may now exercise or that they may be under with reference to the existing limits of supply of the Corporation.

5. To authorize the Corporation to levy and recover rates, rents and charges in the extended limits for the supply of water-meters and fittings, and to increase, alter or reduce the present charges for the same, and to make and enforce special rates or charges with regard to the supply of water to hotels, boarding-houses, farms and large buildings.

6. To enable the Corporation to obtain and give a temporary supply of water from the waterworks of the Knaresborough Council until the reservoir about to be constructed by the Corporation at Masham has been completed and the necessary mains have been laid for giving a

supply of water within the extended limits from such reservoir.

7. To enable the Knaresborough Council to re-purchase the site of the waterworks, with the cottage, water-tower, water-cisterns and other erections thereon in the event of the Corporation ceasing to use the same for waterworks purposes, and to prescribe the terms and conditions of such re-purchase.

8. To prohibit the Knaresborough Council from supplying water in competition with the Corporation, and to repeal or amend any Act of Parliament imposing duties and obligations upon the Knaresborough Council to supply water.

9. To constitute the waterworks of the Knaresborough Council, and other works which may be carried out under the provisions of the Bill, part of the water undertaking of the Corporation, and to extend and apply to such waterworks and works 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.

10. To empower the Corporation to pay off the debt incurred by the Knaresborough Council for waterworks purposes, and to indemnify that Council against the same, and to provide that the Knaresborough Council shall make a yearly contribution towards the payment off of such debt.

11. To make provision with regard to the cost of certain water mains laid in the parish of Scriven, and to require the sanction of the Corporation to any new waterworks that may be contemplated by the Knaresborough Council after the date of the agreement hereinbefore referred to.

12. To amend the Harrogate Water Act, 1901, by extending the time for constructing the works authorized by that Act through, on or over lands of the Marquess of Ripon, and otherwise altering, repealing or extending the provisions contained therein for the protection of said Marquess.

13. To empower the Corporation to raise money by the issue of stock, or by mortgage, or otherwise, for the purposes of the Bill, and to empower the Corporation to charge the moneys so borrowed 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.

14. To alter, amend, extend, incorporate or repeal the provisions of the Harrogate Water Act, 1901, and any other Acts or Orders relating to the borough, and the Knaresborough Improvement Act, 1901, and any other Act relating to the Knaresborough Council or its predecessors, 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.

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 14th day of November, 1902.

J. TURNER TAYLOR, Town Clerk, Harrogate, Solicitor for the Bill.
BAKER, LEES and Co., 54, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

CLAPHAM JUNCTION AND MARBLE ARCH RAILWAY.

(New Railway (Underground) Clapham Junction to Marble Arch; General and Incidental Powers; Compulsory Purchase of Lands and Easements; Appropriation of Subsoil; Payment of Interest out of Capital.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To incorporate a Company (herein referred to as “the Company”) and to enable them to make and maintain in the county of London the railways hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A Railway No. 1, commencing in the parish of St. Mary Battersea, in the metropolitan borough of Battersea, and county of London, at a point 4 chains or thereabouts from the junction of Sangora-road with St. John’s-hill measured in a south-easterly direction and 1 chain or thereabouts from the junction of Sangora-road with Strathblaine-road measured in a northerly direction, and terminating in the parish of St. Margaret, Westminster, in the city of Westminster, at a point 9 chains or thereabouts from the Albert-gate, Hyde Park, measured in a north-westerly direction and 11 chains or thereabouts from the north-eastern corner of Knightsbridge Barracks measured in a north-easterly direction.

A Railway No. 2, commencing in the said parish of St. Margaret, Westminster, at the point of termination of Railway No. 1 hereinbefore described by a junction therewith, and terminating near the Marble Arch, in the parishes and metropolitan boroughs of Paddington and St. Marylebone, or one of them, under the Edgware-road, at the junction thereof with the Bayswater-road.

The said intended railways may pass through, in, or into the parish of Clapham, in the metropolitan borough of Wandsworth, the parish of St. Luke, Chelsea, in the metropolitan borough of Chelsea, the parish of St. George, Hanover-square, in the city of Westminster, as well as the parishes and boroughs hereinbefore mentioned.

To vest in the Company the usual powers granted to railway companies working by electric or mechanical traction, for the construction, working, and maintenance of railways, and especially the powers granted by the 16th Section of the Railway Clauses Consolidation Act, 1845, and to enable the Company to cross, alter, stop-up or divert, whether temporarily or permanently, roads, footpaths, railways, tramways, rivers, streams, sewers and other works, and to alter or remove any telephonic, electric or telegraphic wires, posts, tubes or apparatus, gas and water pipes as may be necessary or convenient in constructing or maintaining the said intended railways and works, and to divert or stop up and appropriate the soil of any streets or public roads and footpaths within the limits of deviation marked on the deposited plan, and to extinguish all rights of way over the same, and to authorize deviations laterally and vertically from the lines and levels of the works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined in the intended Act.

To authorize the appropriation and use of the subsoil and under-surface of any street or road and of lands under which the railway will be

made without the Company purchasing the lands.

To authorize the Company to purchase and take, by compulsion and by agreement, lands, houses, tenements, and hereditaments, and easements therein and thereunder, and to empower the Company, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion part of any house, building, or manufactory without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways and works.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of capital or any funds of the Company from time to time interest or dividend on any shares or stocks of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate, with or without exceptions and modifications, the Lands Clauses Acts, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, the Railway Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

On or before the 29th November instant, plans and sections of the intended railways and works, and plans of the lands which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and also an Ordnance Map with the lines of the said intended railways delineated thereon, 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-green, E.C.

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 described in which the intended works are to be made, or in which any lands to be taken are situate will be deposited, together with a copy of this Notice, at the places respectively stated as follows:—

So far as relates to the parish of St. Mary, Battersea, with the Town Clerk of the metropolitan borough of Battersea, at his office at the Municipal Buildings, Lavender-hill, S.W.

So far as relates to the parish of Clapham, with the Town Clerk of the metropolitan borough of Wandsworth, at his office at the Council House, Wandsworth.

So far as relates to the parish of St. Luke, Chelsea, with the Town Clerk of the metropolitan borough of Chelsea, at his office at the Town Hall, King’s-road, Chelsea, S.W.

So far as relates to the parishes of St. Margaret, Westminster, and St. George, Hanover-square, with the Town Clerk of the city of Westminster, at his office at the City Hall, Charing Cross-road, W.C.

So far as relates to the parish of Paddington, with the Town Clerk of the metropolitan borough of Paddington, at his office at the Town Hall, Harrow-road, W.

So far as relates to the parish of St. Marylebone, with the Town Clerk of the metropolitan borough of St. Marylebone, at his office at Marylebone-lane, W.

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, 1902.

GEORGE D. PERKS, Hamilton House,
Victoria Embankment, E.C., Solicitor.

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

In Parliament.—Session 1903.

ST. PHILIP'S CHAPEL (REGENT-STREET).
(Compulsory Extinguishment of Estates and Interests in St. Philip's Chapel, Regent-street, and Pews, Vaults, and Cellars thereof of all Persons other than the Trustees of the Chapel; Power to Trustees to Sell or Lease the Chapel freed from such Estates and Interests; Chapel to vest free from Incidents of Consecration; Purchase Money to be paid to Ecclesiastical Commissioners; Notice for certain Provisions of Act to be advertised; Claims for Compensation; No Compensation for Claims delivered after prescribed period; Settlement of Claims for Compensation; Application by Ecclesiastical Commissioners of Moneys received by them; Power to Ecclesiastical Commissioners to pay Moneys required for purposes of Act; Incorporation of Lands Clauses Acts; Exemption from 92nd Section of Lands Clauses Consolidation Act, 1845; General and Incidental Provisions.)

NOTICE is hereby given, that application is intended to be made in the ensuing session of Parliament, for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To provide that from and after the expiration of a period of six months from the passing of the intended Act, or at such other time as the Bill may prescribe, the estates, rights, and interests of all persons other than those of the Lord Bishop of London, and the Rector of the Parish Church of St. James, Westminster (hereinafter referred to as "the Trustees") in the Chapel of St. Philip's, Regent-street, in the parish of St. James, Westminster, and city of Westminster (hereinafter referred to as "the Chapel"), and the site and soil thereof, and the pews and seats therein, and the vaults and cellars thereunder, and of all persons holding any office connected with or employed in any capacity in or about the Chapel, shall be compulsorily extinguished, and that the Chapel and the site and soil thereof, shall become vested in the Trustees freed from such estates and interests.

To empower the Trustees to enter into and carry into effect agreements to accept assignments or surrenders of leasehold and all other estates, rights, and interests in or connected with the Chapel and the site and soil thereof, and the pews and seats therein, and the vaults and cellars thereunder upon such terms and conditions as they may think fit, and to confirm and give effect to any such agreements which may have been entered into prior to the passing of the intended Act.

To empower the Trustees to sell and dispose of the Chapel and the site and soil thereof or any part or parts thereof respectively to such persons and upon such terms as they may think fit or as the Bill may specify.

To empower the Trustees to grant leases to such persons for such terms and upon such other terms and conditions as they may think fit of the Chapel and the site and soil thereof or any part or parts thereof respectively.

To provide that the Chapel and the site and soil thereof shall vest in the purchasers and lessees free from all incidents of consecration, and from all such estates, rights, and interests as aforesaid.

To provide for the payment to the Ecclesiastical Commissioners of the purchase and other moneys on any such sale, and the payment by the said Commissioners of all costs, charges, and expenses incurred by the Trustees in connection with the intended Act, and in executing the provisions thereof.

To provide for notice of the provisions of the intended Act with respect to the extinguishment of estates, rights, and interests in the Chapel and the site and soil thereof, and to the period for delivery of claims in respect of such extinguishment, and to the settlement of disputed claims and such other matters as may be prescribed by the Bill being given by advertisement or otherwise in such manner as the Bill may require.

To provide for the delivery to the Ecclesiastical Commissioners of claims in respect of the extinguishment of estates, rights, and interests, and to limit and prescribe the period within which such claims are to be made.

To provide that no person who shall not have delivered his claim within the period prescribed shall be entitled to any compensation in respect of such extinguishment.

To provide for the settlement of claims for compensation.

To provide for the application by the Ecclesiastical Commissioners of the moneys received by them in payment of compensation and otherwise, as may be prescribed by the Bill.

To empower the Ecclesiastical Commissioners to pay such moneys as may from time to time be required for the purposes of the intended Act and to provide for the repayment of such moneys.

To incorporate with the Bill, with or without modifications and variations, the provisions, or some of the provisions, of the Lands Clauses Acts, and to enable the Trustees to purchase so much only of any property as they may require and to exempt them from the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

The Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and will confer other rights and privileges.

And notice is hereby also given, that on or before the 29th day of November instant, duplicate plans of the lands and other property which may be taken under the powers of the intended Act, with a book of reference to such plans and a copy of this Notice, will be deposited with the Clerk of the Peace for the county of London at his office at the Sessions House, Clerkenwell-green; and on or before the same day a copy of the said plans and book of reference, together with a copy of this Notice, will be deposited with the Town Clerk of the City of Westminster at his office at the City Hall, Charing Cross-road, W.C.

Printed copies of the proposed Bill will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

LEE, BOLTON, and LEE, 1, The Sanctuary,
Westminster, S.W., Solicitors.

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

In Parliament.—Session 1903.

ROMFORD AND DISTRICT TRAMWAYS.

(Construction of Tramways in Districts of Romford, Ilford and Romford Rural; Use of Mechanical Power; Breaking up of, and other powers as to Streets; Tolls, Rates, &c.; Compulsory Purchase of Land; Erection of Generating Stations; Agreements with District Councils of Romford, Ilford and Romford Rural, and other local Authorities and Companies; as to Supply of Electricity, Purchase, Leasing, Working, &c., of Tramways and other matters, powers to and Application of Funds, by those bodies, and powers with reference to other Tramways and Alteration and Adaptation thereof to the Use of Mechanical Power; Provisions as to Purchase of Tramways; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 by or on behalf of the Empire Electric Light and Power Company Limited (hereinafter called "the Company"), for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To empower the Company to construct, lay down, maintain, and use with all proper rails, plates and conveniences connected therewith the tramways hereinafter described or some or one of them.

Where in the description of any of the proposed 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 authorized by the Bill will be situate in the county of Essex, and are:—

Tramway No. 1, commencing in the parish and urban district of Ilford in the portion of the main road from London to Chelmsford (which is known as the Romford-road) by a junction with Tramway No. 1, authorized by the Ilford Urban District Tramways Order, 1899, at a point 4·9 chains or thereabouts east of the junction of Chitty's-lane

and the Romford-road, passing eastward along the Romford-road through the parish of Dagenham in the rural district of Romford into and terminating in the parish and urban district of Romford in the portion of the said main road known there as Market-place, at a point 1 furlong 46 chains or thereabouts east of the junction of South-street with that part of the said main road known there as High-street, Romford.

Tramway No. 2, situate wholly in the parish and urban district of Romford, commencing by a junction with Tramway No. 1 at its termination hereinbefore described, passing thence north-eastward along the said main road (including Blacks Bridge-road), and terminating in the said main road at the junction with that road of the lane known as Smart's-lane, or Balgores-lane.

Tramway No. 3, situate wholly in the parish and urban district of Romford, commencing in the portion of the said main road from London to Chelmsford, known there as High-street, by a junction with Tramway No. 1 at a point 0·75 chain or thereabouts west of the junction of South-street with High-street, and passing thence into and along South-street, Hornchurch-road, and Oldchurch-road, and terminating in the last-mentioned road at a point 6 chains or thereabouts west of the junction of Oldchurch-road with Hornchurch-road.

Tramway No. 4, wholly situate in the parish and urban district of Romford, commencing in the portion of the said main road known there as Market-place, by a junction with Tramway No. 1 at a point 0·75 chain or thereabouts east of the junction of South-street and High-street, and passing into South-street and terminating therein by a junction with Tramway No. 3 at a point 0·6 chain or thereabouts south of the junction of South-street with High-street.

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:—

No. of Tramway.	Street or road.	Side or sides of street or road.	Narrow place.
1	Romford-road	Both.	Between points respectively 4·9 chains and 5·9 chains or thereabouts east of the junction of Chitty's-lane and Romford-road.
1	Main road from London to Chelmsford.	Both.	Between points respectively 2 furlongs 1 chain and 2 furlongs 6 chains or thereabouts west of the junction of St. Andrew's-road with the said main road.
1	High-street, Romford ...	Both.	Between points respectively 6·3 chains or thereabouts west and 0·7 chain or thereabouts east of the junction of Mawney's-road with the said main road.
2	Blacks Bridge - road, Romford.	Both.	Between points respectively 4·5 chains and 7·5 chains or thereabouts west of the centre of Blacks-bridge.
2	Main road from London to Chelmsford.	Both.	Between points respectively 9 chains and 13 chains or thereabouts west of the termination of the Tramway No. 2 as above described.

No. of Tramway.	Street or road.	Side or sides of street or road.	Narrow place.
2	Main road from London to Chelmsford.	Both.	Between points respectively 1 chain and 4 chains or thereabouts west of the termination of the Tramway No. 2 as above described.
3	Main road from London to Chelmsford, and South-street, Romford.	South side of Main road and west side of South-street.	Between the point of commencement of the said Tramway No. 3 as above described, and the point of termination of Tramway No. 4 as above described.
3	South-street, Romford	East side.	Between the point of termination of Tramway No. 4 above described and a point 1 furlong 6·86 chains or thereabouts south of the junction of South-street with the said main road.
3	South-street, Romford	Both.	Between points respectively 1 chain and 2·5 chains or thereabouts south of the intersection of South-street and Eastern-road.
3	Hornchurch-road, Romford.	Both.	Between points respectively 0·5 chain and 3·5 chains or thereabouts south of the junction of Victoria-road with Hornchurch-road.
3	Oldchurch-road, Romford.	Both.	Between points respectively 1·5 chains and 6 chains or thereabouts west of the junction of Oldchurch-road with Hornchurch-road.
4	Main road from London to Chelmsford and South-street.	South side of main road and east side of South-street.	Throughout the entire length of the said tramway.

The power intended to be used for moving carriages or trucks on the intended tramways will be animal or electrical power or such other mechanical power as may for the time being be applicable, and the gauge of the intended tramways will be 4 feet 8½ inches, and it is not intended to run thereon carriages adapted for use on railways.

To authorize the Company:

- (a) To make, maintain, alter and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended tramways or any of them, or any tramways or light railways leased to, run over, worked or used by the Company, 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, or for junctions with any tramways or light railways of or leased to, run over, worked or used by the Company or the Ilford Urban District Council, and to erect and use such stables and sheds and offices, buildings and conveniences, and to alter double to single lines and vice versa or double or single to interlacing lines or vice versa.
- (b) To lay down, construct, erect and maintain, in, over, or under the surface of any street, road, bridge or place, or any lands, and 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 the surface of such streets, roads, bridges, places or lands as may be necessary or convenient either for the working of the intended tramways, or any tramways or light railways of or leased to

or worked, run over, or used by the Company, or with which any tramways or light railways of or leased to or worked or used by the Company, connect, or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating stations, engines, machinery or apparatus.

- (c) To enter upon, open, and break up the surface of, cross, alter, and stop up and divert, or otherwise interfere with, streets and roads, tramways, footways, railways, watercourses, sewers, drains, pipes, tubes, wires, apparatus, matters and things, or any of them for the purposes of the aforesaid tramways and works, or of the Bill, or for the purpose of altering or adapting to the use of electrical or other mechanical power, any tramways or light railways of or leased to, worked, or run over by the Company.
- (d) To remove or discontinue the use of any of the intended tramways or any part thereof where necessary or expedient, and to make in the same or any adjacent street, road or thoroughfare, in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.
- (e) 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 passenger or other traffic upon the same or along or upon any tramways or light railways of or leased to or run over, worked or used by the Company and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges.
- (f) To widen where necessary the carriage

way of any road along which the intended tramways are to be laid or in which any tramways or light railways of or leased to or worked or run over by the Company, and to be adapted by the Company for working by electrical or other mechanical power are or will be situate, by reducing the width of the footpath or otherwise.

(g) To hold, acquire and use patent and other rights or licenses relative to motive power or otherwise.

(h) 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.

(i) 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.

To authorize and empower the Company to enter upon, take and use compulsorily or otherwise, and to hold the lands in the parish and urban district of Romford and county of Essex hereinafter mentioned, or some of them or some part or parts thereof respectively (that is to say):—

Lands situate on the north side of the Oldchurch-road, Romford, forming the enclosure numbered on the Ordnance Map (scale $\frac{1}{2500}$ 2nd Edition, 1896) 182 in that parish.

And to empower the Company on such lands or any parts thereof to erect, maintain, work and use a station or stations for generating, transforming, transmitting, applying, and distributing electrical energy or power, with all necessary dynamos, batteries, accumulators, engines, machinery, plant, works, and conveniences for that purpose, and to generate, transform, transmit, apply and distribute such energy or power for the purpose of working the intended tramways or any tramways or light railways of, or leased to, or worked or run over by the Company, or of supplying electricity within the urban district of Romford. And the Bill will vary or extinguish all rights and privileges connected with any of such lands.

To empower the Company on the one hand, and any authority having the control or management of the streets or roads along which any tramway is intended to be laid or in which any tramways or light railways of, or leased to, worked, run over, or used by the Company 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 intended tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways, or any tramways or light railways of or leased to, worked, run over, or used by the Company; 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 intended tramways, or any tramways or light railways leased to or worked or run over by the Company or any works connected therewith.

To vary the provision of the Tramways Act, 1870, with respect to the purchase of tramways by local authorities and to make provision for the purchase of any of the intended tramways within such extended period, and on such terms and conditions and in such events as the Bill

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 will be situate, and to authorize and require any such local authority as aforesaid, in the event of the purchase by them of the tramways of the Company, to purchase all or such portion of the plant of the Company used for the purpose of working the tramways by electrical power, as the Bill may prescribe, and to confer upon such authorities all necessary powers in that behalf, including power of borrowing money.

To empower the Company and the district councils for the urban districts of Romford and Ilford and the rural district of Romford, and any other local authority in whose district any portion of the intended tramways or any other tramways or light railways of or leased to or worked or run over or used by the Company are or will be 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 the tramways or light railways belonging or leased to or worked, run over or used by the Company whether situate within or without the district of such council or authority, or the supply by the Company, to such council or local authority of electrical power for any purpose for which such council or authority may for the time being be authorized to supply electricity.

To authorize the Company on the one hand and the Ilford Urban District Council and any other local authority, company or person owning or working any tramway or light railway in the county of Essex with which any tramway or light railway of or leased to or worked, run over or used by the Company connects or any of them, on the other hand, to enter into and carry into effect agreements for all or any of the following purposes, that is to say:—

- (1) The purchase, sale, lease (whether for any period in excess of that prescribed by the Tramways Act, 1870, or not) working, running over, use, management and maintenance by the contracting parties of all or any of their respective tramways, light railways and works or any part or parts thereof respectively.
- (2) The making of all necessary junctions.
- (3) The supply of rolling stock, plant, machinery, electrical energy or any motive power necessary for the purposes of such agreement, and the employment and appointment and removal of officers and servants.
- (4) The payments to be made and conditions to be performed in respect of such working, use, management and maintenance, and the interchange, accommodation and convenience, transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties.
- (5) The payment, collection, division and apportionment of the tolls, rates or other receipts arising from the respective undertakings.

And to confer upon the Company and such bodies, authorities, companies and persons all necessary powers to enable them to carry any such arrangement into effect, including the power of levying and recovering tolls, rates and charges, and of borrowing money and applying funds or raising capital.

To incorporate with the Bill and to confer upon the Company in connection with and for

the purposes of any of the works, matters and things aforesaid all or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations or amendments as hereinbefore mentioned or otherwise as may be deemed expedient, and especially but not exclusively those relating to the breaking up, reinstatement and repair of streets and roads, to gas and water companies and sewers, to the use by the promoters on the tramways of flange-wheeled carriages, &c., to by-laws and to offences, and to enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned.

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 Bill, and to confer other rights and privileges.

So far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions, of the local and personal Acts following, that is to say:—

The Ilford Improvement Act, 1898, and any other Act or Acts relating to or affecting the tramways of the Ilford Urban District Council, or that Council.

And notice is hereby also given, that on or before the 29th day of November instant plans and sections of the intended tramways and works, the plans showing also the lands intended to be taken or used 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 Essex at his office at Chelmsford in that county, and that on or before the said 29th 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 from, in, through, or into which all or any of such tramways and works will be made or pass, or in which any lands intended to be taken or used 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 urban districts of Romford and Ilford with the respective clerks of the district councils of those districts respectively at their respective offices, and in the case of the parish of Dagenham with the clerk of the parish council of that parish at his offices at Chadwell Heath.

And notice is hereby given that on or before the 20th day of December next printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

LE BRASSEUR and OAKLEY, 12, New Court, Lincoln's Inn, London, W.C., Solicitors for the Bill.

REES and FREE, 5, Victoria-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

SCARBOROUGH GAS.

(Additional Capital and Borrowing Powers; Power to lay Pipes in Streets not dedicated to Public Use; Altering Number of Auditors; Provision of Antifluclators for Gas Engines; Altering Time of Holding Ordinary Meetings; Payment of Interim Dividends and Closing of Transfer Books; Forfeiture of Unclaimed Dividends; Exempting Company's Property

from Distress; Incorporation and Amendment of General and Special Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Scarborough Gas Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes (that is to say):—

1. To authorize the Company, for the purposes of their Undertaking, to raise further capital by the creation and issue of additional shares or stock, and to borrow further money on mortgage or by the creation and issue of debenture stock, and if thought fit, to attach to such new shares and stocks or any or any part of them such priorities, rights or privileges as may be found desirable or as the intended Act may authorize, and to provide for the sale and disposal of such further capital by auction, tender or otherwise as may be prescribed or directed by the intended Act.

2. To empower the Company to lay down and maintain gas mains, pipes, and apparatus in streets not dedicated to public use.

3. To provide for the election or appointment by the Company of one auditor instead of two auditors as heretofore, and to make further or other provision with respect to the election, retirement, removal and qualification of the auditor or auditors of the Company.

4. To require consumers of the Company's gas using gas engines to provide and keep in repair antifluclators or other like apparatus for controlling and regulating the supply of gas to such engines, and to provide for the testing and inspection of such apparatus by the Company.

5. To exempt from distress or seizure under any process of law any stoves, ranges, engines, machines, fittings and apparatus let by the Company for hire, or disposed of by the Company on terms of payment by instalments, before the instalments are wholly paid.

6. To alter the time of holding the ordinary meetings of the Company, to authorize the directors of the Company to declare half-yearly interim dividends, and to close the transfer books for that purpose, and to make provision for the forfeiture of unclaimed dividends.

7. To alter, amend and extend or repeal the provisions of the Scarborough Gas Company's Act, 1851; the Scarborough Gas Act, 1859; the Scarborough Gas Act, 1867; the Scarborough Gas Act, 1873; and the Scarborough Gas Act, 1895; so far as may be necessary for effecting the objects of the Bill and to incorporate with the Bill and apply, with or without modification, or to render inapplicable, the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; and the Companies Clauses Act, 1869; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; or any of those Acts, and any Acts amending and extending the same, so far as may be necessary or convenient for effecting the objects of the Bill, and to vary or extinguish all rights and privileges which would or might impede or interfere with the carrying out of those objects, and to confer vary or extinguish other rights and privileges.

8. 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 17th day of November, 1902.

TATE, COOK and FOWLER, 29, Westborough, Scarborough, Solicitors for the Bill.

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

In Parliament.—Session 1903.

**CITY AND NORTH EAST SUBURBAN
ELECTRIC RAILWAY.**

(Incorporation of Company; Construction of Railways in City and County of London, and Counties of Middlesex and Essex; Electrical Power; Generating Stations; Openings in Streets; Provisions as to Underpinning; Subsoil; Superfluous Lands; Tolls; Interchange Stations and other matters; Working and other Agreements with and Powers to Metropolitan, Metropolitan District, Metropolitan and District Joint Committee, City and South London, Central London, Great Eastern and North London Railway Companies and Underground Electric Railways Company of London Limited; Agreements with and Powers to London County Council, Corporation of London and Local Authorities; 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 an Act for all or some of the following and for other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain the railways hereinafter described, or some part or parts thereof, with all necessary and proper stations, sidings, roads, subways, approaches, buildings, machinery, works, apparatus, generating depots, electrical appliances, and works, and conveniences connected therewith (that is to say):—

Railway No. 1, wholly in the city of London, commencing in the parish of Saint Leonard Eastcheap, at a point in or under 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 by a junction with Railway No. 1 at the termination thereof hereinbefore described, and terminating in the parish of Saint Leonard Shoreditch, in the metropolitan borough of Shoreditch, in the county of London, at a point in or under High-street, Shoreditch, 35 yards or thereabouts measured in a northerly direction from the centre of Rivington-street, at its junction with High-street.

Railway No. 3, commencing by a junction with Railway No. 2 at the termination thereof hereinbefore described, and terminating in the parish and urban district of Tottenham, in the county of Middlesex, at or near the junction of High-road, Tottenham, with Seven Sisters-road.

Railway No. 4, commencing by a junction with Railway No. 3 at the termination thereof hereinbefore described and terminating in the parish and urban district of Southgate in the county of Middlesex, in the field numbered 676 on the 25 inch Ordnance Map (second edition, 1896) of the parish of Southgate, at a point in King's Arms-lane distant 120 yards or thereabouts measured along that lane in a south-westerly direction from its junction with Blind-lane.

Railway No. 5, wholly in the city of London commencing in the parish of All Hallows, Lombard-street, by a junction with Railway

No. 1 at a point in or under Gracechurch-street, immediately opposite the centre of Lombard-street and terminating in the parish of Saint Martin Orgar in or under Cannon-street at or near the junction therewith of Martin's-lane.

Railway No. 6, wholly in the city of London, commencing, by a junction with Railway No. 5 at the termination thereof hereinbefore described, and terminating in the parish of Holy Trinity the Less by a junction with the Deep Level Electric Railway authorized by the Metropolitan District Railway Act, 1897 at the termination thereof at a point under the existing Mansion House Station, 16 yards or thereabouts measured in a westerly direction from the eastern end of that station.

Railway No. 7, commencing by a junction with Railway No. 2 at the termination thereof hereinbefore described, and terminating in the parish of Waltham Abbey, in the urban district of Waltham Holy Cross, in the county of Essex, at a point on the south side of the road called Farm Hill, 130 yards or thereabouts from the culvert over the Cobbins Brook, opposite the Green Man Public-house.

Railway No. 8, wholly in the parish of Low Leyton, in the urban district of Leyton, in the county of Essex, commencing at a point on the eastern side of Quarter Mile-lane, distant 210 yards or thereabouts measured in a northerly direction along said lane from the Temple Mills Bridge and terminating by a junction with a siding of the Great Eastern Railway at the south-eastern end thereof at a point on the west side of Quarter Mile-lane, distant 55 yards or thereabouts measured in a south-westerly direction from the centre of the bridge carrying the said lane over the Great Eastern Railway at Temple Mills sidings.

Which said intended railways and works will be situate in the parishes, boroughs, districts, and places hereinafter mentioned, or some of them (that is to say):—

The parishes of St. Margaret, St. Leonard Eastcheap, St. Andrew Hubbard, St. Clement, St. Benet Gracechurch, St. Dionis Backchurch, All Hallows Lombard-street, St. Peters Cornhill, St. Martin Outwich, St. Helen, St. Ethelburga, All Hallows, St. Botolph Without Bishopsgate, St. Michael, St. Martin Orgar, St. Mary Abchurch, St. Swithin London Stone, St. Mary Bothaw, St. Mary Mounthaw, St. Nicholas Cole Abbey, St. John Baptist, St. Antholin, St. Thomas the Apostle, St. Michael Pater Noster Royal, St. James Garlickhythe, Holy Trinity the Less, St. Nicholas Olave, St. Mildred Bread-street, all in the city of London; the Liberty of Norton Folgate, and the parish of St. Leonard Shoreditch, in the metropolitan borough of Shoreditch; the parish of St. John at Hackney, in the metropolitan borough of Hackney; the parish of St. Mary, Stoke Newington, in the metropolitan borough of Stoke Newington and the parish of Saint Matthew Bethnal Green, in the metropolitan borough of Bethnal Green, all in the county of London; the parishes and urban districts of Tottenham, Wood Green, Edmonton, and Southgate, all in the county of Middlesex; and the parish of Low Leyton, in the urban district of Leyton, the parishes and urban districts of Walthamstow and Chingford, and the parish of Waltham Abbey, in the urban district of Waltham Holy Cross, all in the county of Essex.

2. To empower the Company to purchase or acquire by compulsion or agreement, and to

hold lands (including in that expression, where used in this Notice, houses, buildings, and other property) in the boroughs, districts, parishes and places aforesaid, for the purposes of the intended railways and works, and for the general purposes of their Undertaking, and also to purchase or acquire by compulsion or agreement, or to take on lease, and to hold and use for the purposes of and to erect thereon a station or stations for generating electrical power with all proper or necessary engines, dynamos, machinery, apparatus, works, and conveniences:—

(a) Certain lands in the parish of Saint Leonard Shoreditch, in the metropolitan borough of Shoreditch, bounded on the north by the towing path of the Regent's Canal, on the east partly by the bridge carrying Kingsland-road over the said canal and partly by Bridge Wharf, on the south by Canal-road, and on the west by Whitmore-road, and the bridge carrying that road over the said canal.

(b) Certain lands in the parish of St. John at Hackney, in the metropolitan borough of Hackney, bounded on the north-west for a distance of about 167 yards by the London County Council's Public Park, on the south-west for a distance of about 233 yards by the works of the Hackney Cut Navigation, and on the south-east and north-east for about 215 yards and 180 yards respectively by land now used as ground for the deposit of excavated and other material.

(c) Certain lands in the parish of Low Leyton, in the urban district of Leyton, in the county of Essex, bounded on or towards the north-east by the sidings and property of the Great Eastern Railway Company at Temple Mills, on or towards the west and north-west by Quarter Mile-lane, and on or towards the south by fields now used as cricket or recreation grounds adjacent to Quarter Mile-lane and Temple Mills-lane.

3. To empower the Company to acquire by compulsion or agreement, and to hold for sidings, lay-byes, and the general purposes of their Undertaking the following additional lands (that is to say):—

Certain lands in the parishes and urban districts of Edmonton and Southgate, lying on the eastern side of and adjoining King's Arms-lane at and near its junction with Blind-lane, and on both sides of and adjoining Blind-lane, and on both sides of and adjoining Pymm's Brook.

4.—To empower the Company on, and subject to such terms and conditions as may be prescribed by the intended Act, temporarily to stop up, open, and use the surface of the following roads and places, or some part or parts thereof (that is to say):—

Railway No. 1.—At the junctions of Gracechurch-street, Eastcheap, and King William-street, in the city of London.

At the junctions of Threadneedle-street and Bishopsgate-street within, in the parishes of St. Martin Outwich and St. Helen, all in the city of London.

Railway No. 2.—At the junctions of High-street with Commercial-street and Great Eastern-street, in the parish of St. Leonard Shoreditch in the metropolitan borough of Shoreditch, in the county of London.

Railways Nos. 3 and 7.—At the junction of Hackney-road with High-street and Old-street, in the parish of St. Leonard Shoreditch, in the metropolitan borough of Shoreditch, in the county of London.

5. To confer upon the Company 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 authorize the crossing, stopping up, alteration, or diversion, or other interference with either temporarily or permanently of 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 railways and works, and also the appropriation and use, without payment therefor, of the undersurface of any streets, roads, squares, passages, and places, under or along which any of the proposed works are intended to be made.

6. To empower the Company, notwithstanding the 22nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion or agreement vaults, cellars, arches, or other parts of any house, building, manufactory, or premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to take and acquire, compulsorily or by agreement, easements for constructing, maintaining, working, and using the intended railways and works under any street, land, house, building, manufactory, or premises, cellars, vaults, arches, or constructions, or any parts thereof, or the sites thereof respectively, without being required or compelled to purchase any such land, house, building, manufactory or premises, or such 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 premises.

7. To authorize lateral deviations from the line or situation of the intended railways and works, 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 intended Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

8. To authorize 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, whether such railways, houses and buildings are required to be taken for the purposes thereof or otherwise.

9. To authorize 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.

10. To authorize and provide for the levying and recovery of tolls, rates, and charges for the use of the intended railways and works, and to grant, vary, or extinguish exemptions from the payment of tolls, rates, and charges respectively.

11. To authorize the Company, where the intended railways 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 intended Act 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.

12. To empower the Company, on the one hand, and any company, local authority, body or person authorized to supply electricity in any district in which any part of the said railways will be situate, and any railway or tramway company authorized to generate electricity, 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, lifts, and other machinery of the Company, and for lighting the tunnels, carriages, stations, subways, shafts, lifts, buildings, and property of the Company.

13. To authorize 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, 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.

14. To empower the Company on the one hand, and the London County Council, the Corporation of the city of London, and any other local authority or body having the control or management of streets, roads, sewers, water, gas, or other pipes, wires, or apparatus, 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 from any railways, streets, roads, or public places, the interference with streets, roads, sewers, water, gas, electric or other pipes, wires, apparatus or 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 such council, corporation, authority, or body, in furtherance of such agreement, all or any of the powers of the intended Act, including powers of construction, maintenance, and purchasing lands.

15. To empower the Company on the one hand, and the Metropolitan Railway Company, the Metropolitan District Railway Company, the Metropolitan and District Joint Committee, the Underground Electric Railways Company of London Limited, the City and South London Railway Company, the Central London Railway Company, the Great Eastern Railway Company and the North London Railway Company or any or either of them, on the other hand from time to time to enter into and carry into effect and rescind contracts, agreements, and arrange-

ments 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, the formation and working of junctions between their respective railways, 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 authorize the appointment of a joint committee 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 intended Act, and to confer other rights and privileges.

18. To incorporate with the intended Act, and to extend to the Company and to the railways proposed to be constructed under the intended Act 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 intended Act 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 Act 27 and 28 Victoria, cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company; the Metropolitan Railway Act, 1854, and all other Acts relating to or affecting the Metropolitan Railway Company; the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879, and all other Acts relating to the Metropolitan and District Joint Committee; the City and South London Railway Acts, 1894 to 1901, and all other Acts relating to the City and South London Railway Company; the Central London Railway Acts, 1891 to 1902, and all other Acts relating to the Central London Railway Company; the Act 9 and 10 Victoria, cap. 260, and all other Acts relating to the North London Railway Company; and the Act 25 and 26 Victoria, cap. 223, and all other Acts relating to the Great Eastern Railway Company.

19. And notice is hereby given that on or

before the 29th day of November instant plans and sections of the railways proposed to be authorized by the intended Act, showing the lines and levels thereof, and 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, 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 Green, with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and that on or before the said 29th 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 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, 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 relates to the city of London, or to any metropolitan borough, with the Town Clerk of such city or borough at his office, and as relates to any urban district with the Clerk to the Council of such district at his office.

20. Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

WALTER WEBB and Co., 23, Queen Victoria-street, London, E.C., Solicitors.
SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents

In Parliament.—Session 1903.

KING'S COLLEGE LONDON.

(Abolition of Religious Test except for Professors and Lecturers in the Faculty of Theology; Altering Constitution of the Council of the College; Audit of Accounts of College; Altering Time for Holding Annual Court; Costs of Act; Repeal and Amendment 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 the following or some of the following among other purposes (that is to say):—

1. To abolish religious tests as a qualification for Membership of King's College London (hereinafter referred to as "the College"), and for the holding of any office in or under the College or the Council thereof other than that of Professor or Lecturer in the Faculty of Theology.

2. To make provision for and in relation to the appointment on the Council of the College of a representative or representatives of any Body or Bodies making gifts or payments to the College for the purposes of or connected with Education or Technical or Manual Instruction, and to define the rights, privileges and duties of such representative or representatives.

3. To alter the existing and to make other provisions for and in relation to the making up and auditing of the accounts of the College, and to provide for the audit thereof by an Auditor or Auditors to be appointed and paid by the College instead of by elected auditors, and to discontinue those auditors.

4. To alter the time for the holding of the

Annual Court of the Members of the College, and for the submission of the Accounts of the College.

5. To provide for the payment of the costs of the intended Act out of the funds of the College.

6. The Bill will vary and extinguish all rights and privileges which may interfere with any of its objects, and will confer other rights and privileges, and will, so far as may be deemed necessary or expedient for the purposes of the Bill, repeal, alter and amend the provisions of "King's College London Act 1882."

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

WINTER, BOTHAMLEY and Co., 16, Bedford-row, W.C., Solicitors for the Bill;
DYSON and Co., 9, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

LONDON HYDRAULIC POWER COMPANY.
Agreements with Conservators of the River Thames as to Water from the River Thames; Agreements with London County Council as to New Site; Additional Capital; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the London Hydraulic Power Company (hereinafter called the Company) for an Act for the following purposes or some of them (that is to say):—

To alter, amend, and extend the provisions of section 25 of the Wharves and Warehouses Steam Power and Hydraulic Pressure Company's Act, 1871, with reference to the taking and use of water from the River Thames, and to authorize and to confirm or give effect to agreements between the Company and the Conservators of the River Thames with reference thereto.

To empower the Company and the London County Council to enter into and carry into effect agreements or arrangements with respect to the transfer to or acquisition by the Company of a site for a pumping station in substitution for the existing station proposed to be acquired by the London County Council under the powers and for the purposes of the London County Council (Improvements) Act, 1900, and to empower the Company to acquire and hold any such substituted site and to use the same for the purposes of their Undertaking.

To empower the Company for the purposes of their Undertaking to raise further money by the creation and issue of shares and stock with or without a preferential 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 of such means.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, or repeal all or some of the provisions of the London Hydraulic Power Company's Acts, 1871 to 1893, and any other Act or Acts relating to the Company.

And notice is hereby given that on or before the 20th day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 19th day of November, 1902.

BEALE and Co., 28, Great George-street, Westminster, Solicitors.
SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

**SOUTH EASTERN AND LONDON,
CHATHAM AND DOVER RAILWAYS.**

(Power to work the South Eastern and Chatham Railways by Electricity; Power to retain and hold Lands purchased by Agreement; Stopping up Level Crossings at Canterbury and New Beckenham; Provisions for the Prevention of Trespass on the Railway, Extension of Time for Purchase of Lands, and for Works authorized by South Eastern Railway Acts, 1889, 1896 and 1898, the London Chatham and Dover Railway Acts, 1879, 1892 and 1898, and the South Eastern and London, Chatham and Dover Railway Companies Act, 1900; Confirmation of Agreements with Rother Valley Light Railway Company, the Sheppey Light Railway Company, and the Medway and Thames Canal Company; Establishment of Pension Fund and Contributions by the Two Companies and the Managing Committee; Application of Funds; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the South Eastern Railway Company and the London, Chatham and Dover Railway Company (hereinafter respectively referred to as "the South Eastern Company" and "the Chatham Company" and together as "the Two Companies") and the South Eastern and Chatham Railway Companies Managing Committee (hereinafter called "the Managing Committee") or any one or more of them for an Act (hereinafter called "the intended Act") for the following purposes or some of them (that is to say):—

1. To empower the Two Companies or either of them or the Managing Committee to work their railways or any part thereof or any railways in connection therewith now worked or used by them by electrical power, and for that purpose to construct and maintain stations and plant for generating and distributing electricity, and to lay down and maintain and use electric cables, mains, wires and apparatus necessary or convenient for such working, and to make such alterations of their railways and stations and works as may be necessary to adapt the same for working by electrical power. To empower the Two Companies or either of them or the Managing Committee on the one hand and any other company, corporation, local authority or person on the other hand to enter into and fulfil contracts and agreements for the supply of electricity to the Two Companies, or either of them or the Managing Committee by such other company, corporation, local authority or person and (so far as may be necessary) to enable any local authority which may enter into any such agreement to apply their funds and the rates leviable by them for the purposes of such agreement.

2. To authorize the Two Companies or either of them or the Managing Committee to acquire by agreement or retain and hold for the general or extraordinary purposes of the Two Companies or either of them or the Managing Committee and their respective Undertakings the lands hereinafter described (that is to say):—

In the county of London:

Certain lands known as Nos. 11, 13, 15, 17, 19, 21 and 23, Debnam's-road, Rotherhithe New-road.

Certain lands known as Nos. 4 and 9, Herefordshire-place, Amersham-vale, New Cross.

A strip of land in the parish of Greenwich adjoining the north side of the Greenwich and Woolwich branch of the South Eastern Company abutting on Westcombe-hill near Westcombe-park-station.

In the county of Kent:

Certain lands adjoining the south side of the north Kent branch of the South Eastern Railway near Belvedere-station containing one acre one rood and 15½ perches.

Certain lands in the parish of East Wickham known as No. 1, Montigny-place, Welling.

A strip of land in the parish of Kemsing adjoining the south side of the Sevenoaks and Maidstone branch of the Chatham Company, near Kemsing-station between the railway and Honeyput-lane.

Certain lands known as Nos. 47 to 109 (odd numbers) Priory-road, Tonbridge.

A strip of land in the parish of Gillingham adjoining the south side of the main line of the Chatham Company between the railway and Windsor-road, New Brompton.

A strip of land in the parish of Rainham adjoining the north side of Rainham-station on the main line of the Chatham Company abutting on Station-road.

Certain lands in the parish of Selling situate on the north side of the main line of the Chatham Company containing 26 perches, abutting on the road leading from Selling to Broughton near Selling-station.

Certain lands containing one acre, one rood, and 36½ perches adjoining the south-east side of the Ashford and Margate branch of the South Eastern railway near Canterbury (West) station.

Certain lands known as No. 1, Florence Villa, Sturry.

Certain lands known as 21, 29, 33 and 41, Seven Star-street and 6, King's-passage, Seven Star-street, Dover.

Certain lands adjoining the east side of the Deal branch of the South Eastern Railway near Deal-station between the railway and St. Patrick's-road.

Certain lands known as Blenheim Villa, Sydenham-place, St. Patrick's-road, Deal.

3. To authorize the South Eastern Company or the Managing Committee to stop up and divert so much of the public footpath shown on the plan to be deposited as hereinafter mentioned in the parish of Westgate without and county borough of Canterbury, crossing the sidings of the South Eastern Company on the level at Canterbury West-station and leading from the Allotment Gardens to Kirby's-lane, and to substitute therefor a footpath commencing at a point on the existing footpath adjoining the north-eastern side of the said sidings and terminating at or near the northern end of Kirby's-lane, and to extinguish all rights of way over the portion of footpath stopped up.

4. To provide for the stopping up of the three level crossings over the railway of the South Eastern Company situate at New Beckenham, Blakeney-road and Clock House, and to abolish all rights of way over the same.

5. To make more effectual provision for the prevention of and punishment for trespass upon the railways, stations, or premises now or hereafter belonging to or leased to the Two Companies or either of them or worked by the Managing Committee, and to make, enforce and rescind bye-laws with reference to the matters aforesaid, and to impose and provide for the

recovery of penalties for breach of any such bye-laws or of the provisions of the intended Act in relation to the matters aforesaid.

6. To extend the time limited for the compulsory purchase of lands for the Railways 4, 5 and 6 and Widenings 1 to 9, described in and authorized by section 4 of the South Eastern and London, Chatham and Dover Railway Companies Act, 1900, and for the compulsory purchase of the additional lands described in and authorized by section 34 of the said Act, and to extend the time limited for the completion of Railways 5 and 6 described in and authorized by the said section 4 of the said Act.

7. To extend the time limited by section 17 of the South Eastern and London, Chatham and Dover Railways Act, 1901 (hereinafter called the Act of 1901) for the completion of the works described in and authorized by section 8 of the South Eastern Railway Act, 1889.

8. To extend the time limited by section 18 of the Act of 1901 for the completion of the widenings described in and authorized by section 4 of the South Eastern Railway Act, 1896.

9. To extend the time limited for the completion of the railways and works Nos. 1 to 5, described in and authorized by section 4 of the South Eastern Railway Act, 1898, and the time limited by section 19 of the Act of 1901, for the compulsory purchase of lands for the said Railway No. 5, and of the additional land described in and authorized by section 16 of the South Eastern Railway Act, 1898.

10. To extend the time limited by section 21 of the Act of 1901, for the compulsory purchase of land for, and the completion of the works described in and authorized by sections 4 and 5 of the London, Chatham and Dover Railway Act, 1893.

11. To extend the time limited by section 11 of the London, Chatham and Dover Railway Act, 1899, for the completion of the widenings and works described in and authorized by section 4 of the London, Chatham and Dover Railway Act, 1879.

12. To extend the time limited by section 12 of the London, Chatham and Dover Railway Act, 1899, for the completion of the bridge widening described in and authorized by section 12 of the London, Chatham and Dover Railway Act, 1892.

13. To confirm an agreement dated 13th March, 1901, and made between the Managing Committee, the South Eastern Company and the Tenterden Railway Company of the one part and the Rother Valley Light Railway Company of the other part, to confirm an agreement dated 28th August, 1902, and made between the Sheppey Light Railway Company of the one part and the Managing Committee of the other part; and to confirm an agreement dated 13th November, 1902, and made between the South Eastern Company and the Managing Committee of the first part, Trevenen James Holland and Sir Joseph Philips of the second part, and the Medway and Thames Canal Company of the third part, with respect to the sale and purchase of the Thames and Medway Canal, and to constitute the same a portion of the Undertaking of the Canal Company, and to confer upon the South Eastern Company, the Managing Committee, the Rother

Valley Light Railway Company, the Sheppey Light Railway Company, and the Medway and Thames Canal Company, all such powers as may be necessary for carrying those agreements into effect.

14. To authorize and provide for the establishment of a Pension Fund for the widows and orphans of officers and servants of the Two Companies and the Managing Committee, or such of them as may be defined in the intended Act. To provide for the making of rules and regulations for the government of the Pension Fund, and to authorize the Two Companies or either of them and the Managing Committee to contribute towards such Pension Fund.

15. To enable the Two Companies and the Managing Committee to make and carry into effect arrangements and agreements as to the provisions of capital required for the purpose of the intended Act.

16. To empower the Two Companies to apply to all or any of the purposes of the intended Act any capital or funds now belonging to them respectively, or which they are authorized to raise under any previous Act or Acts, and which may not be required for the purposes for which such capital was authorized.

17. The intended Act will or may vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects and purposes thereof, and confer other rights and privileges, and will incorporate so far as may be necessary for the purposes thereof the Lands Clauses Acts, the Companies Clauses Consolidation Act, 1845, the Railways Clauses Consolidation Act, 1845, and any other Act or Acts amending those Acts respectively, and will alter, amend, enlarge, or repeal the provisions of the several Acts of Parliament (local and personal) following, or some of them (that is to say):—the Act 6 Will. IV, cap. 75, and any other Act relating to or affecting the South Eastern Company, the Act 16 and 17 Vic, cap. 132, and any other Act relating to or affecting the Chatham Company, the South Eastern and London, Chatham and Dover Railway Companies Act, 1899, and any other Act relating to or affecting the Managing Committee.

And notice is hereby further given that a plan of the works proposed to be authorized by the intended Act, and of the lands proposed to be taken compulsorily, with a book of reference to that plan containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of those lands, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 29th day of November instant for public inspection with the Clerk of the Peace for the county of Kent at his office at Maidstone; and with the Town Clerk of Canterbury at his office at Canterbury.

Printed copies of the Bill for the intended Act will, on or before the 20th day of December, 1902, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1902.

J. W. WATKIN, 9 and 10, Railway-approach, London Bridge, S.E., Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street, Westminster, S.W., Parliamentary Agents.

Parliament.—Session 1903.

**NORTH WEST LONDON RAILWAY
(EXTENSION).**

(Construction of Underground Railways from Marble Arch to Victoria; Provisions as to Construction, &c.; Breaking Up of Streets; Underpinning; Compulsory Purchase of Lands, Subsoil, and Easements; Tolls, &c.; As to Communications with other Railways; Restricting Powers of Deviation of Brompton and Piccadilly Circus and Metropolitan District Railway Companies; Agreements with and Application of Funds by those Companies; Application of Funds of Company; Additional Capital; Payment of Interest out of Capital; Amendment and Repeal of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the North West London Railway Company (in this Notice called "the Company") for leave to bring in a Bill for effecting the purposes or some of the purposes following (that is to say):—

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, stairs, passages, subways, tunnels, sidings, shafts, lifts, buildings, apparatus, machinery, appliances, works, and conveniences (that is to say):—

A Railway No. 1, commencing by a junction with Railway No. 1, authorized by the North West London Railway Act, 1899 (hereinafter called "the Act of 1899"), in and under the Bayswater-road at or about the junction therewith of the Edgeware-road, and terminating in and under Grosvenor-place at or about the junction therewith of Halkin-street.

A Railway No. 2, commencing by a junction with Railway No. 1 at its termination as above described, and terminating in and under the Vauxhall Bridge-road at a point 30 yards or thereabouts north of Gillingham-street.

The said railways will be situate in or pass from, through, or into the following parishes and places in the county of London or some of them (that is to say):—The parish of St. George, Hanover-square, in the city and metropolitan borough of Westminster, the parish and metropolitan borough of Paddington, and the parish and Metropolitan borough of St. Mary-lebone.

To extend and make applicable to the intended railways, with or without modification or alteration, all or any of the provisions of the Act of 1899, as amended by the North West London Railway Act, 1902 (hereinafter called "the Act of 1902"), and especially those relating to the mode of construction of the railways.

To authorize the Company to cross, stop up, close for traffic, remove, alter, and interfere with temporarily or permanently any roads, streets, alleys, courts, squares, highways, foot-paths, or places, railways, tramways, sewers, culverts, subways, drains, pipes, tubes, wires, electric apparatus, or other works, conveniences and appliances within or adjoining the aforesaid parishes or any of them, and to appropriate and use for the purposes of the intended works or of the Bill (without compensation) the subsoil and undersurface of any lands, streets, roads, parks passages, and places under, along, or across, which any of the proposed works are intended to be made.

To authorize the Company to deviate from

the lines and from the levels of any of the works shown on the plans and sections hereinafter mentioned to such extent as may be authorized 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.

To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings in the vicinity of the intended works, which may be rendered insecure or affected by any of the intended works.

To empower the Company on and subject to such terms and conditions as may be prescribed by the Bill, temporarily to stop up, open, and use the surface of the roadways and footways of the following roads and places, or some of them, or some part or parts thereof (that is to say):—

(1.) Knightsbridge-road and Piccadilly at and near Hyde Park-corner, Hyde Park-corner, Wellington-place and the northern end of Grosvenor-place.

(2.) Grosvenor-gardens and Ebury-street, at or about the junction of those streets.

(3.) Buckingham Palace road and Victoria-street, at and near the junction of those streets.

(4.) Wilton-road, Pimlico, at or near the northern end thereof.

To authorize the Company to purchase by compulsion or agreement lands, houses, and other property and easements therein, and the subsoil thereof in the parishes aforesaid, for the purposes of the intended railways and works, and of the Bill generally, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings and property, and the subsoil of or under the same.

To empower the Company, notwithstanding the 92nd section or any other section of the Lands Clauses Consolidation Act, 1845, or any other 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 constructions 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 authorize the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended railways, and to alter existing tolls, rates, and duties, and to confer exemptions from the payment of such tolls, rates, and duties.

To authorize the Company to make such ways, stairs, and communications as may be necessary for enabling passengers and their luggage to pass from any intended station of the Company to any station of the Brompton and Piccadilly Circus Railway Company (hereinafter called "the Brompton Company"), at or near Hyde Park-corner or the Victoria Station of the Metropolitan District Railway Company (hereinafter called "the District Company"), and for that purpose to enter upon the lands, stations, platforms, and works of those Companies, or either of them, and to alter such platforms and to make openings in and under the same, and in

any walls or portions of the structure of the said stations of those Companies respectively, and the Bill will or may make such provision as will secure to the public and to the officers and servants of the Company free and uninterrupted access by means of such ways, stairs, communications, and openings between any such intended station of the Company, and any such station of Brompton Company, or the Victoria Station of the District Company, and will or may empower the Company, and the Brompton Company, and the District Company, to enter into and carry into effect agreements for or with respect to any of the matters aforesaid, and empower such last-named two Companies to apply their funds and revenues to or for the purposes of any such agreement.

To limit and restrict the powers conferred upon the Brompton Company and the District Company respectively by the Brompton and Piccadilly Circus Railway Act, 1897, and the Metropolitan District Railway Act, 1897, and any Acts amending the same respectively, to deviate vertically from the levels of the railways and works authorized by those Acts respectively.

To authorize the Company for all or any of the purposes of the Bill, or for the general purposes of the Company, to apply their funds and revenues, and to raise further moneys 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 or issue of debenture stock, or by any of such means.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of their capital or any of their funds, from time to time during the construction of any of the intended railways or works or any railways or works authorized to be constructed by the Act of 1899, interest or dividends on any of their shares or stock.

To vary or extinguish all or any rights and privileges inconsistent with or which would or might interfere with the objects of the Bill, 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 following Acts of Parliament (that is to say):—The Act of 1899 and the Act of 1902, and any other Act or Acts relating to the Company or their Undertaking, the Brompton and Piccadilly Circus Railway Act, 1897, and any other Act or Acts relating to the Brompton Company or their Undertaking, 27 and 28 Vict., cap. 322, the Metropolitan District Railway Act, 1897, and any other Act or Acts relating to the District Company or their Undertaking.

And Notice is hereby also given that on or before the 29th day of November instant plans and sections of the railways and works proposed to be authorized by the Bill showing the lines and levels thereof, the plans showing also the lands to be purchased or used by compulsion under the powers of the Bill, 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, in that county, and that on or before the said 29th day of November a copy of so much of the said plans, sections and book of reference respectively as relates to each of the areas hereinafter mentioned in or through which the said railways and works or any part thereof are intended to be

made or in which any lands to be taken or use 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) as regards the city and Metropolitan borough of Westminster with the town clerk of the said city and borough at his office, and as regards the Metropolitan boroughs of Paddington and St. Marylebone with the town clerks of the said boroughs respectively at their respective offices.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

LE BRASSEUR and OAKLEY, 12, Newcourt, Lincoln's-inn, W.C., Solicitors for the Bill.

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

In Parliament.—Session 1903.

NANTWICH GAS.

(Dissolution of Nantwich Gas Company Limited; Incorporation of new Company with Additional Powers; Further Share and Loan Capital; Supply of Gas and Residual Products in Nantwich and the neighbourhood thereof; Maintenance and Construction of Gas Works; Purchase of Lands; Supply of Fittings; Breaking up of Streets, &c.; Rates, Rents, and charges; Incorporation 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 Nantwich 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 urban district of Nantwich and the townships of Acton, Alvaston, Austerson, Baddington, Batherton, Edleston, Henhull, Stapely, Willaston, and Worleston, all in the county of Chester, or within such other limits as may be prescribed by the intended Act.

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 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, 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 empower the Company to continue and to erect, lay down, provide, maintain, alter, improve, enlarge, extend, and renew or discontinue upon the lands hereinafter described, gasworks, retorts, 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 gas, 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.

5. The lands hereinbefore referred to, upon which the continuance, construction, and maintenance of gasworks and works for the manufacture and conversion of residual products, and the making and storage of gas and residual products are proposed to be authorized, are as follows:—

A piece of land comprising 1 acre 3 roods and 1 pole or thereabouts belonging or reputed to belong to, and in the occupation of the Limited Company, situated in the said urban district of Nantwich, and bounded on the west partly by the road leading from Welsh-row past the entrance to Saint Ann's Roman Catholic Chapel and Schools, and partly by cottages belonging or reputed to belong to Messrs Sherratt and Gough, on the south and east partly by the River Weaver, and partly by land belonging or reputed to belong to, and in the occupation of Messrs. G. F. and A. Brown and Sons, and on the north partly by lands belonging or reputed to belong to and in the occupation of John Joseph Lloyd, partly by the road known as Wych Bank, partly by land belonging or reputed to belong to and in the occupation of Messrs. G. F. and A. Brown and Sons, partly by the back road to Swan Inn and Gasworks and partly by cottages belonging or reputed to belong to Messrs. Sherratt and Gough.

6. To empower the Company to purchase or acquire such additional lands and hereditaments as they may require for the purposes of their Undertaking, to hold any of the lands and hereditaments aforesaid, notwithstanding the provisions of any incorporated Acts, 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.

7. To confer upon the Company all other necessary powers and authorities for the manufacture, production, storage, and supply of gas for all domestic, trading, public, and other purposes.

8. To empower the Company to provide, sell and let on hire and fix gas engines, stoves, ranges, dynamos, motors, pipes, fittings, apparatus, and appliances for lighting, heating, cooking, ventilation, 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 authorize 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, 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 authorize 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 authorize the Company to acquire, hold, and use patent rights and licences thereunder,

13. To provide for the recovery of demands in the County Court.

14. To authorize 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.

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 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 20th day of December next.

Dated this 13th day of November, 1902.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

SOUTH-WESTERN AND ISLE OF WIGHT JUNCTION RAILWAY.

(Construction of a Railway and Pier in the Parish of Milford, in the Rural District of Lymington, in the County of Southampton and incidental works and buildings; Compulsory Acquisition of lands; Superfluous Lands; Extinguishing Rights of Way; Power to Dredge; Deviation; Stopping up Roads, &c.; Toll Rates, Fares, and Duties; Limits of Pier; Pier-master, Officers, &c.; Warehouses, &c.; Application of Funds; Additional Capital; Bye-laws; Power to pay Interest out of Capital during construction; Power to Lease Pier; Working and Traffic Agreements with the London and South-Western Railway Company; Running Powers in favour of the Freshwater, Yarmouth, and

Newport Railway Company over the South-Western and Isle of Wight Junction Railway; Incorporation, Amendment, or Repeal of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the South-Western and Isle of Wight Junction Railway Company (hereinafter called "the Company") for leave to bring in a Bill (hereinafter called "the Bill") for the following or some of the following purposes (that is to say):—

1. To empower the Company to make and maintain in the parish of Milford, in the rural district of Lymington, in the county of Southampton, and on the foreshore and bed of the sea adjoining the same, the railway and pier hereinafter described or some part or parts thereof respectively, with all necessary and convenient stations, railways, sidings, junctions, approaches, steps, slips, embankments, wharves, dépôts, warehouses, and other works and conveniences connected therewith (that is to say):—

(1) A railway commencing by a junction with the Railway No. 1 authorized by the South Western and Isle of Wight Junction Railway Act, 1901 (hereinafter called "the Act of 1901"), at a point 3 miles 4 furlongs or thereabouts measured along that railway from its commencement, and terminating at a point on high water mark distant about 830 yards or thereabouts measured in an easterly direction from the centre of the bridge carrying the road from Keyhaven to Lower Pennington across Avon Water or Keyhaven Lake, and about 1,760 yards or thereabouts, measured in a northerly direction from the north corner of the Coastguard enclosure at Hurst Castle.

(2) A pier commencing at the point above described as the the termination of the intended railway, and terminating in the bed of the Solent at a point distant 1,470 yards measured in a south-easterly direction from its commencement, and 1,180 yards measured in a north-easterly direction from the north corner of the said Coastguard enclosure.

2. To empower the Company for the purpose of the proposed works and other purposes of the Bill to purchase or acquire by compulsion or agreement, or to take on lease and hold any lands, houses, quays, wharves, slipways, and other property in the parish and county aforesaid, and to acquire by compulsion or agreement, rights, or easements in, under, over, or connected with any lands or foreshore, and to empower the Company to appropriate to all or any of the purposes of the Bill any lands for the time being vested in them.

3. To authorize the Company to hold any lands which they may acquire under the authority of the Bill free from the provisions of the Land Clauses Consolidation Act, 1845, with respect to superfluous lands, and to sell, lease, and dispose of any lands acquired by them.

4. To empower the Company to extinguish, vary or modify all public rights of way and other rights which would impede, interfere with, or be inconsistent with the purposes of the Bill.

5. To authorize the Company to dredge, deepen, straighten, preserve, and improve the bed of the sea adjacent to the pier or any part or parts thereof, and the channels and approaches thereto, and to appropriate and dispose of all substances so obtained, and to purchase, hire, provide, and maintain all necessary dredging and other machines, engines, tug-boats, barges,

hoppers, craft, machinery and appliances necessary or expedient for or in relation to the said purposes or any of them.

6. To empower the Company to deviate laterally from the lines and vertically from the levels of the intended works to such extent as may be defined upon the plans and sections to be deposited as hereinafter mentioned, or as may be specified in the Bill.

7. To empower the Company to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all roads, streets, highways, footpaths, ways and rights of way, navigations, streams, gas, water, pneumatic and other pipes, telegraph and telephone wires and apparatus, sewers, drains, and watercourses, within or adjoining the said parish, which it may be necessary to cross, stop up, interfere with, alter or divert, for the purposes of the Bill.

8. To apply all or any of the provisions of the Act of 1901 to the intended railway and pier, and to provide that the same shall form part of the authorized Undertaking of the Company.

9. To empower the Company to levy tolls, rates and fares upon or in respect of the intended railway, to alter existing tolls, rates, and fares, and to confer, vary or extinguish exemptions from the payment of tolls, rates, and fares.

10. To empower the Company to levy tolls, rates, dues, and charges on ships, vessels, boats, and persons using the pier or any part thereof, and upon goods or merchandise shipped, unshipped, or transhipped at the pier, or within the prescribed limits thereof; and to make provisions for fixing, regulating, collecting, and enforcing payment of the same, and to confer, vary, or extinguish exemptions from such tolls, rates, dues, and charges, and other rights and privileges.

11. To make provision for the management, use, regulation, and protection of the pier, the regulation and control of vessels resorting thereto, and the lying of vessels, ships, and craft in, along, at or near to the pier, and for appointing and dismissing and regulating the powers and duties of piermasters, meters, weighers, and other officers, and to prescribe and define the limits within which such provisions shall be in force; and the powers of such piermasters and other officers shall be exercised and to authorize the Company to exercise in relation to the pier all such powers as are usual in the case of harbour or dock companies.

12. To authorize the Company to provide, manage, and regulate warehouses, and to undertake the warehousing of goods, the discharging of goods and ballast from vessels, the supply of water, gas, and electric light for ships' use, and for other purposes: and to make and recover charges, to issue dock warrants and freight warrants, and to build, purchase, hire, let, licence, and charge for steamers, tug boats, and lighters.

13. To empower the Company to apply to the purposes of the Bill, or some of them, such portion of their corporate funds as they shall deem expedient, and to raise for such purposes and for the general purposes of their Undertaking, additional capital by the creation of new shares and stocks, with or without a preference in payment of dividend or other rights or privileges, and by the creation and issue of debenture stock, and by borrowing, or by any of such means.

14. To authorize the Company to make, alter, and rescind bye-laws for the management, use, and protection of the pier and works, and for the regulation and control of persons, vessels,

boats, animals, vehicles, and goods of every description using and resorting to or brought to the same, and for any other purposes of the Bill, and to impose and recover penalties for the breach of any such bye-laws.

15. To authorize the Company on the one hand, and any railway company, steamboat company, shipowner, or other person on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to receiving, forwarding, and conveying traffic of all kinds to and from the pier.

16. To authorize the Company, notwithstanding anything contained in the Companies Clauses Consolidation Act, 1845, to pay out of the capital or funds of the Company interest or dividends on any shares or stock of the Company.

17. To authorize the Company to lease for such period and on such terms and conditions as may be prescribed by the Bill, the said pier and the tolls, rates and dues authorized to be levied and recovered in respect thereof.

18. To enable the Company on the one hand, and the London and South Western Railway Company, on the other hand, to enter into and fulfil agreements with respect to the construction, maintenance, working, use, and management of all or any of the authorized or intended railways, pier, and other works, or any part or parts thereof, and the conveyance of traffic thereon the supply of rolling stock and plant, and of officers and servants for the conveyance and conduct of the traffic of the said railways and pier, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the regulation, collection, transmission, interchange, accommodation, delivery, and conveyance of traffic coming from or destined for the respective Undertakings of the contracting companies, and the division and appropriation of the revenue arising from the traffic, and to authorize the appointment of a joint committee for carrying into effect any such agreement as aforesaid, and to confirm and, if thought fit, to vary any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid.

19. To empower the Freshwater, Yarmouth, and Newport Railway Company, and, if deemed expedient, all companies and persons lawfully using the railways of that Company to run over and use with their engines and carriages for the purposes of traffic of every description, and with their clerks, officers, and servants, and upon such terms and conditions and on payment of such tolls, rates and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the railways and Undertaking authorized by the Act of 1901, or proposed to be authorized by the Bill, together with the stations, watering places, water, booking offices, warehouses, approaches, engine-sheds, sidings, turn-tables, telegraphs; telephones, signals, works, machinery, appliances, and conveniences connected therewith, and to authorize the said Company to levy tolls, rates and charges upon or in respect of the railways and stations so to be run over and used.

20. To incorporate by reference or in extenso, so far as may be deemed expedient, subject to such modifications and exceptions as the Bill may provide, all or some of the provisions of the Companies Clauses Acts, 1845 to 1889, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act,

1863, the Merchant Shipping Act, 1894, the Harbours Docks and Piers Clauses Act, 1847, and any Act or Acts amending any of the Acts aforesaid.

21. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects or purposes and confer other rights and privileges, and it will so far as it may be necessary or expedient for the purposes thereof repeal, amend, extend, and enlarge the powers and provisions of the following Local and Personal Acts (that is to say):— 4 & 5 Will. 4., c. 88; 2 & 3 Vict., c. 28; 18 and 19 Vict., c. 188, and all other Acts relating directly or indirectly to the London and South-Western Railway Company; 43 & 44 Vict., c. 186, and all other Acts relating directly or indirectly to the Freshwater, Yarmouth and Newport Railway Company; the Act of 1901, and all other Acts relating directly or indirectly to the Company, or which may be affected by or interfere with the objects of the Bill.

22. And notice is hereby further given that on or before the 29th day of November instant, duplicate plans and sections, showing the lines and levels of the intended works, and showing the lands, houses and other property which will or may be taken for the purposes of such works, and 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 Hants or Southampton, at his office at Winchester, and with the Clerk of the Parish Council of Milford, at his office, or if he have no office at his residence, or if there be no clerk, with the chairman of such council at his residence.

23. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

PEAKE, BIRD, COLLINS and Co., 6, Bedford-row, London, W.C., Solicitors for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1903.

RICKMANSWORTH GAS.

(Urban District Council of Rickmansworth; Purchase by Council of Undertaking of the Rickmansworth Gas Company; Confirmation of Agreements; Winding Up and Dissolution of Company; Power to Council to Continue Undertaking; Limits of Supply; Powers to Manufacture and Sell Gas and Residuals; to Continue, Maintain, Extend and Construct Gasworks, Pipes, Mains and Ancillary Works, to Lay Pipes in Private Streets, to Make and Levy Rates, to Make Charges and Give Discounts; Provisions as to the Supply of Gas-Meters and Fittings, the Sale and Hire of Engines, &c., the Protection of Fittings, the Acquisition of Patents; Supply in Bulk Outside Limits, Sale of Parts of Gasworks, Application of Funds, Borrowing and Repayment of Money, Erection of Dwellings; Acquisition and Appropriation of Lands, Incorporation, 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 Urban District Council of the Urban District of Rickmansworth in the county of Hertford (hereinafter called

“the Council” and “the District” respectively) for leave to bring in a Bill (hereinafter called “the Bill”) for effecting the purposes or some of the purposes following (that is to say):—

To authorize and empower the Council to purchase and to provide for the sale, transfer to and vesting in the Council of the undertaking, works, lands, mains, pipes, property, powers, rights, and privileges of the Rickmansworth Gas Company (hereafter in this Notice called “the Company”) for such price or consideration, and upon and subject to such terms, conditions, and stipulations, as may have been or may be agreed between the Council and the Company, or as may be settled by arbitration or provided by the Bill, and to authorize and require the Company to sell and transfer their undertaking, property, and rights accordingly.

To confirm and give effect to any agreement between the Council and the Company, with reference to any such purchase, sale and transfer which may be entered into prior to the passing of the Bill.

To provide for the winding up and dissolution of the Company, and for the distribution of its assets, and for the discharge or taking over by the Council, or otherwise dealing with any mortgage or other debts and any liabilities of the Company.

To authorize the Council to carry on the Undertaking of the Company, to maintain, improve, alter, extend, and enlarge the existing gasworks, and to supply gas for public and private purposes in bulk or otherwise for lighting, heating, and motive power, and for any purposes for which gas is or may be applicable within the District and the parishes of Rickmansworth, Rural, and Chorley Wood, in the county of Hertford (all of which are hereinafter referred to collectively as “the limits of supply”), and to lay down and maintain, alter, repair, and renew mains, pipes, apparatus, and other works for the supply of gas, and to exercise all or any of the powers of the Gasworks Clauses Act, 1847, which may be necessary or convenient for the purpose of supplying gas within the limits of supply.

To authorize the Council upon the lands hereinafter described, to continue, maintain, improve, extend, enlarge, alter, renew and repair the existing gasworks of the Company, and to construct and use new gasworks, and to manufacture and store gas, and to convert, treat, and manufacture and store all or any products arising in, or resulting from the manufacture of gas, the lands hereinbefore referred to are:—Freehold lands belonging or reputed to belong to and in the occupation of the Company containing by admeasurement 1 acre 1 rood 31 poles, or thereabouts, situate in the urban district of Rickmansworth in the county of Hertford at or near the town wharf, close to the town of Rickmansworth bounded on the north by land belonging or reputed to belong to Walter Hudson, on the east by land belonging or reputed to belong to William Wright and on the south and west by land belonging or reputed to belong to the Grand Junction Canal Company.

To empower the Council for the purposes of constructing works ancillary to their Gas Undertaking within the limits of supply, to open, break up, alter, and interfere with roads, streets, bridges, railways, canals and tramways, and any sewers, mains, pipes, tubes or other apparatus situated in, under, or upon any such roads, streets or bridges, railways, canals and tramways.

To confer upon the Council for the purposes of its Gas Undertaking the same powers of breaking up roads, streets and bridges not dedicated to public use as they may have in respect of public roads, streets and bridges.

To authorize the Council to make and levy rates, and to charge and recover charges for the supply of gas and residual products, and for the supply, hire and use of meters, stoves, engines, and fittings, and for services in connection with their Gas Undertaking, and to vary existing gas rates, rents and charges, and to provide for special rates and charges outside the District, and to confer, vary or extinguish exemptions from the payment of rents, rates and charges and to give discounts.

To enable the Council to refuse to supply gas to persons in debt to them, or to the Company in respect of other premises, and to make provision with reference to notices to be given to the Council by consumers, especially in cases of removal or discontinuance of a supply of gas, and also for securing payment of gas rates, and for prepayment thereof in certain cases, and for the regulation and measurement of gas, and the testing of meters, and the limiting of period for allowance or surcharge in cases of defective meters, and to provide for the protection of the gasworks and gas supply, and the exemption of the Council from penalties in certain cases, and the inspection by the Council of any pipes or fittings intended to be used for the distribution or supply of gas, and the prohibition and removal of improper or insufficient fittings, and the entry by the Council on property for those purposes, and to empower the Council to prescribe the material, size and strength of pipes and fittings, and the use of anti-fluctuators, and to make and enforce bye-laws and regulations with reference to pipes, fittings, &c.

To authorize the Council to sell, let and otherwise deal in meters, stoves, ranges, gas-engines, motors, dynamos, apparatus and fittings, for heating, cooking, ventilating, or motive power, and for any of the purposes for which gas may be utilized, and automatic meters and apparatus for the automatic supply of and payment for gas, and to fix, remove, and alter the same and other fittings and apparatus, and to do any work or service in connection therewith, to exempt any such articles supplied by the Council from distress or liability to be taken in execution, or in proceedings in bankruptcy, and to make provision for their security, and return to the Council, and to authorize the Council to sell and deal in coal, coke, culm, tar, oil, ammoniacal liquor, and other residual products and things, and to acquire and hold patent rights and licences relative to the manufacture, conversion, utilization and distribution of gas and residuals.

To authorize the Council to enter into and carry into effect contracts and agreements with any authority, company, body or person with respect to the supply by the Council in bulk or otherwise of gas beyond the limits of supply, and to confer upon the Council for the purpose of such supply, power to break up streets and bridges outside the limits of supply and therein to lay down and maintain pipes and other apparatus.

To provide for the sale of parts of the gasworks of the Council to other local authorities within the limits of supply.

To empower the Council for all or any of the purposes of the Bill to apply any of their funds, rates and revenues, and to borrow money on the security of the district fund, the general district

rate, the Gas Undertaking of the Council, and other property real or personal of the Council, or on any of such securities, and for that purpose to execute deeds and grant and issue mortgages, stock and annuities and to make such provision for the repayment of borrowed money as the Bill may prescribe, and to levy rates and confer, vary and extinguish exemptions from the payment thereof, and to make provisions with respect to the application of the revenue of the Gas Undertaking of the Council and their accounts and the formation of renewal, insurance and reserve funds for the purposes of such undertaking.

To enable the Council to erect and maintain dwelling-houses for persons employed by them for the purposes of their Gas Undertaking.

To authorize the Council for the purposes of their Gas Undertaking and any other purposes of the Bill, to purchase by agreement, take on lease, and hold lands, tenements, and hereditaments and easements, or other rights in, over or affecting the same, and to appropriate and use for all or any of the purposes of the Bill, lands for the time being belonging to them, and to sell, lease and dispose of lands, and to exempt the Council from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To incorporate with the Bill, and to extend and apply to the proposed undertakings and works, and to the Council, and with or without variation all or some of the provisions of the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, the Lands Clauses Acts, the Public Health Acts, and any Acts amending or extending the same respectively, and the Bill will or may exempt the Council from any of the provisions of such Acts or any of them, and will or may repeal wholly or in part the Rickmansworth Gas Act, 1902, and will or may vary or extinguish all existing rights and privileges which would or might in any way interfere with any of its objects, and will 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 20th day of December next.

Dated the 13th day of November, 1902.

HENRY LOMAS, Solicitor, Rickmansworth.
R. A. READ, 45, Parliament-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1903.

NEWCASTLE-UPON-TYNE ELECTRIC SUPPLY COMPANY LIMITED, AND WALKER AND WALLSEND UNION GAS COMPANY.

(Transfer of Walker and Wallsend Union Gas Company's Electricity Undertaking to Newcastle-upon-Tyne Electric Supply Company Limited; Reduction of Capital of Walker and Wallsend Company and Incidental Matters; separate Undertaking; Application and Regulation of Capital and Revenue; Regulation of Price of Energy and Dividends; Powers to Newcastle-upon-Tyne Electric Supply Company, Limited, and to County of Durham Electric Power Supply Company to lay down Connecting Mains and Works, and to break open Public and Private Streets, Railways and Tramways within and beyond their respective authorized areas of supply; Powers to Newcastle-upon-Tyne Electric Supply Company, Limited, to lay Cables in, under, over, and across River Tyne, to supply Energy to North Eastern Railway Company; Agreements with other Companies, Bodies, and Persons; Transfer of Undertaking authorized by Walker

Electric Lighting Order 1899, to Newcastle-upon-Tyne Electric Supply Company, Limited; Confirmation of Agreements between that Company, and Walker Urban District Council; Acquisition of Lands and Easements; Alteration, Amendment and Incorporation of Special and General Acts and other purposes.)

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 the following objects or some of them (that is to say):—

1. To provide for the transfer to and vesting in the Newcastle-upon-Tyne Electric Supply Company Limited (hereinafter called "the Supply Company") of the Electricity Undertaking of the Walker and Wallsend Union Gas Company (hereinafter called "the Gas Company"), together with their powers, duties, liabilities, and works, and the lands and buildings used, exercised, and enjoyed, or attaching to the said Undertaking, for such consideration, subject to such exceptions and modifications (if any), and on such terms and conditions as may be prescribed by the Bill or be authorized by Parliament.

2. To make provision with respect to the appropriation of, or the allotment, or distribution to or among the shareholders of the Gas Company, of the purchase money, shares, or other consideration payable in respect of such transfer, and to reduce the capital of the Gas Company, and extinguish the shares in the capital of the said Electricity Undertaking, and to rescind all unexercised powers of the Walker and Wallsend Union Gas Company's (Electric Lighting) Act 1899, and the Walker and Wallsend Gas Company's (Electricity Capital) Act 1900, for the raising of share and loan capital for the purposes of the said Undertaking.

3. To confer all necessary powers upon the Supply Company, and make all necessary provisions for the carrying on of the said Undertaking, and the exercise by them of the powers of the Gas Company (with or without modification) in relation to the supply of electrical energy within and beyond the Gas Company's authorized area of supply of electrical energy.

4. To constitute the said Undertaking a separate Undertaking in the hands of the Supply Company, and to provide for the keeping of separate accounts of the capital revenue and expenditure of and in respect of the said Undertaking; to authorize the Supply Company to apply their capital and revenues for all or any of the objects of the Bill, to limit or regulate the profits to be derived therefrom, or to regulate the dividends upon the capital expended according to the price for the time being charged for energy by the Supply Company, and to make such further or other provision in regard to the several matters aforesaid, and for the protection of the local authorities interested and the consumers of energy, as may be deemed necessary or expedient.

5. To authorize the Supply Company for the purpose of conveying electrical energy from any of their generating stations, for the time being, to any district or place or to any company, body or person which they now are or hereafter may be authorized to supply with such energy to open and break up the surface of and otherwise interfere with the several streets, roads and places (public and private) bridges, railways and tramways in the borough of Tynemouth, the urban district of Walker, and in any area within which the Supply Company are or may hereafter be authorized to supply electrical energy, or such of the said streets, roads, places and bridges, railways and tramways

therein, as may be specified in the Bill, and along such route or routes as may be agreed with the authority, company or persons by whom such streets, roads, places or bridges are repairable, or failing agreement, as shall be settled by the Board of Trade, or by arbitration, or be otherwise prescribed by the Bill, and to alter the position of, take up, break up, remove or otherwise interfere with any mains, pipes, sewers, drains, subways, tunnels, wires, tubes, apparatus, and works in, on or under the said streets, roads, places, bridges, railways, or tramways, and to lay down, maintain, repair, remove and renew or alter in, under, upon or over the several streets, roads, places, bridges, railways, or tramways above referred to, all such cables, wires, pipes, tubes, casings, troughs, boxes and apparatus as may be necessary or convenient for the purposes aforesaid, and generally to apply to such cables, wires, pipes, tubes, casings, troughs, boxes and apparatus, and to enable the Supply Company to exercise within all such streets, roads and places the provisions and powers of the Gas Works Clauses Act 1847, and of the Electric Lighting (Clauses) Act 1899, with respect to streets and street works (with or without modification or alteration) as may be found necessary or expedient for effecting the purposes aforesaid.

6. To authorize the County of Durham Electric Power Supply Company (hereinafter called "the County of Durham Company") for the purpose of obtaining electrical energy from or supplying electrical energy to the Supply Company to open and break up the surface of and otherwise interfere with the several streets, roads, and places (public and private), bridges, railways, and tramways within the borough of Jarrow and the urban districts of Felling and Hebburn, or any of them, or such of the said streets, roads, places, bridges, railways, and tramways as may be specified in the Bill, and along such route or routes as may be agreed with the authority, company, or persons by whom such streets, roads, places and bridges, railways or tramways are repairable, or failing agreement as shall be settled by the Board of Trade, or by arbitration, or be otherwise prescribed by the Bill, and to alter the position of, take up, break up, remove, or otherwise interfere with any mains, pipes, sewers, drains, subways, tunnels, wires, tubes, apparatus, and works in, on or under the said streets, roads, places, bridges, railways, or tramways, and to lay down, maintain, repair, remove and renew, or alter in, under, upon or over the several streets, roads, places, bridges, railways, or tramways above referred to, all such cables, wires, pipes, tubes, casings, troughs, boxes and apparatus as may be necessary or convenient for the purposes aforesaid, and generally to apply to such cables, wires, pipes, tubes, casings, troughs, boxes and apparatus, and to enable the County of Durham Company to exercise within all such streets, roads and places the provisions and powers of the Gas Works Clauses Act 1847, and of the Electric Lighting (Clauses) Act 1899, with respect to streets and street works (with or without modification or alteration) as may be found necessary or expedient for effecting the purposes aforesaid; and to authorize the County of Durham Company to apply their funds for the purposes aforesaid.

7. To empower the Supply Company to lay down, place and maintain in, under, across or over the river Tyne and the bed and foreshores thereof between a line drawn across the said river in continuation of the boundary line between the rural districts of Castle Ward and Hexham and the North Sea, electric cables for the conveyance or transmission of electrical energy or

current, and for that purpose compulsorily to enter upon, dig, and dredge, and to construct or erect and maintain all necessary works in, upon, and over the bed, foreshores, or banks of the said river, and to enable the Supply Company on the one hand, and the Tyne Improvement Commissioners, the Corporation of Newcastle-upon-Tyne, the Board of Trade, or other authority having control over the said river, or the bed, foreshores, and banks thereof, or any of them, on the other hand, to enter into and carry into effect agreements in relation to the execution or the maintenance and repair of such cables, dredging, and other works.

8. To empower the Supply Company, notwithstanding anything in section 13 of the Electric Lighting Act 1882, without the consent of the Board of Trade to break up any streets not repairable by a local authority and any railways and tramways within the borough of Tynemouth, the urban district of Walker, and the several areas within which the Supply Company are or for the time being may be authorized to supply energy for the purposes of the Bill or of their several Undertakings.

9. To empower the County of Durham Company notwithstanding anything in section 13 of the Electric Lighting Act, 1882, without the consent of the Board of Trade to break up any streets not repairable by a Local Authority, and any railways and tramways within the borough of Jarrow and the urban districts of Hebburn and Felling, and any other districts or places within their authorized limits of supply, for the purpose of obtaining electrical energy from or supplying it to the Supply Company.

10. To authorize the Supply Company and the North-Eastern Railway Company to enter into and carry into effect agreements for the supply by the Supply Company to the North-Eastern Railway Company of electrical energy in bulk for motive power, lighting, and other purposes, for use upon any part of their railways and Undertakings, including any railways of other companies for the time being leased or worked by that company, and for the purposes of such supply to make and maintain all necessary works (not being works for the generation of electricity) upon the lands and property of those companies, or any of them.

11. To authorize the Supply Company on the one hand, and the Corporation of Wallsend, the Walker Urban District Council, the Willington Quay Urban District Council, the Corporation of Tynemouth, and any other local or road authority, the North-Eastern Railway Company, the Tyneside Tramways and Tramroads Company, the Tynemouth and District Tramways Company Limited, or any of them, on the other hand to enter into and carry into effect agreements with respect to the exercise by the Supply Company or by such bodies or companies, or any of them, for or on behalf of the Supply Company of any of the powers affecting the aforesaid streets, roads, places, bridges, railways and tramways so proposed to be conferred upon the Supply Company, and with respect to any other matter or thing arising under the provisions of the Bill, and to confer all necessary powers on such bodies and companies respectively for carrying into effect such agreements, and to sanction and confirm any such agreements as may be entered into before the passing of the Bill.

12. To sanction and confirm an agreement bearing date the 14th day of July, 1900 and made between the Walker Urban District Council of the one part and the Supply Company of the other part for the exercise by the Supply Com-

pany of certain of the powers conferred on the said Council by the Walker Urban District Electric Lighting Order 1899 (hereinafter called "the Order of 1899") for the destruction of refuse and other purposes, and any agreement which may hereafter be made between the said parties for altering or extending the said agreement before the passing of the intended Bill, subject to such modifications and alterations (if any) as Parliament may sanction or require, and to sanction and confirm all works, acts, matters and things which have been or may be before the passing of the intended Act executed, done, or performed by the said Council and the Supply Company or either of them in performance of the said agreements or either of them.

13. To provide for the transfer of the Undertaking authorized by the Order of 1899 and of the powers, duties and obligations and any works for the supply of electrical energy of the Walker Urban District Council to the Supply Company subject to such exceptions and modifications (if any) for such consideration upon such terms and conditions and for such period as the Bill may prescribe or Parliament may sanction, and to confirm any agreement which may be made between the said Council and the Supply Company for that purpose before the passing of the Bill.

14. To empower the Supply Company by agreement to purchase, take on lease, or otherwise acquire lands and hereditaments, and rights and easements in and over lands, and also to appropriate and use any lands now belonging to them for the purposes of the Bill, or of any Undertaking transferred to them under the powers of the Bill.

15. To alter, amend, and repeal the provisions of the Walker and Wallsend Union Gas Company's (Electric Lighting) Act 1899; the Walker and Wallsend Union Gas Company's (Electricity Capital) Act, 1900; the Order of 1899; the Newcastle-upon-Tyne Electric Lighting Order 1893; the Gosforth Extension Electric Lighting Order 1900; the Newcastle-upon-Tyne Electric Supply Company's Act 1900; the Newcastle-upon-Tyne Electric Supply Company's Act 1902; and the County of Durham Electric Power Supply Act, 1900; so far as may be necessary for effecting the objects of the intended Bill; to incorporate with the Bill, or make applicable to the purposes thereof with or without modification, the provisions of the Lands Clauses Acts, the Gasworks Clauses Act 1847 the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Clauses) Act 1899, and to confer upon the Supply Company and the County of Durham Company, all other powers, rights, and privileges necessary for carrying into effect the objects of the Bill; and the Bill will vary and extinguish or rescind, all existing rights, privileges, agreements, liabilities, and obligations, and will or may amend the provisions of any local acts in force, within any district or area to which the Bill relates, so far as may be necessary for effecting the said intended objects.

16. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 15th day of November, 1902.

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

W. S. DAGLISH and MULCASTER, 28, Sand-
hill, Newcastle-upon-Tyne;

Solicitors for the Bill.

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

In Parliament.—Session 1903

CITY AND SOUTH LONDON RAILWAY.

(Further Power for Construction of New Underground Railways, Agreements with Local Authorities, Transfer to Company of Powers of the City and Brixton Railway Company and Revival of Powers for Purchase of Lands and Extension of Time for Completion of Authorized Railways of that Company; Power to Raise Additional Capital and to Pay Interest out of Capital During Construction; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the Session 1903 by the City and South London Railway Company (hereinafter called the Company) for an Act for all or some of the purposes following (that is to say):—

To authorize the Company to make and maintain the underground railways, subways, and works hereinafter described, or some part or parts thereof with all necessary and proper stations, platforms, approaches, stairs, passages, subways, tunnels, junctions, sidings, shafts, lifts, buildings, apparatus, machinery, appliances, works, and conveniences (that is to say):—

A Railway No. 1 commencing in the parish of St. Mary, Islington, in the metropolitan borough of Islington, by a junction with the Company's railway at a point 23 yards or thereabouts measured in a south-easterly direction from the centre of Torrens-street, and terminating in the parish and metropolitan borough of St. Pancras at a point under Drummond-street at the junction of that street with Cardington-street and Melton-street, which said intended railway will be situate in the parishes and places following or some of them (that is to say) the parish of St. Mary, Islington, in the metropolitan borough of Islington, the parish of St. James and St. John, Clerkenwell, in the metropolitan borough of Finsbury, and the parish and metropolitan borough of St. Pancras, all in the county of London.

A Railway No. 2 (being in part in substitution for that part of the Company's existing railway on the west side of London Bridge which lies to the north of the point of commencement hereinafter described of the intended railway) commencing in the parish of St. Saviour in the metropolitan borough of Southwark by a junction with the Company's said existing railway at a point 15 yards or thereabouts measured in a southerly direction from the river frontage of Hibernia wharf and chambers, and 22 yards or thereabouts west of the western parapet of London Bridge, and terminating in the parish of St. Mary, Woolnoth, in the city of London at a point under King William-street 10 yards or thereabouts measured in a northerly direction from the point where that street crosses Abchurch-lane, which said intended railway will be situate in the parishes and places following or some of them (that is to say):—

The parish of St. Saviour in the metropolitan borough of Southwark, and the parishes of St. Laurence Pountney, St. Martin Orgar, St. Michael, St. Clement, St. Nicholas Acon, St. Mary Abchurch and St. Mary Woolnoth, in the city of London, all in the county of London.

And to empower the Company for the purposes of the said intended Railway No. 2 to appropriate to and use in the construction thereof or if thought fit to remove all or some part or parts of the tunnels, rails, and other works on the portion of the existing railway lying to the north of the point of commencement of the said intended Railway No. 2.

A Subway No. 1 for foot-passengers.—Commencing at a point underneath the refuge at the junction of Cannon-street and King William-street, and terminating at the existing King William-street station of the Company at a point underneath the junction of Arthur-street East and King William-street, 59 yards or thereabouts, measured in a westerly direction from the north-west corner of the base of the Monument.

A Subway No 2 for foot-passengers.—Commencing at the same point as Subway No. 1, and terminating at the platform of the Monument station of the Metropolitan and Metropolitan District Railway Companies at a point underneath the junction of Fish-street-hill and Eastcheap with Gracechurch-street 73 yards or thereabouts measured in a northerly direction from the north-west corner of the base of the Monument.

Which said intended subways will be situate in the parishes and places following, or some of them (that is to say): the parishes of St. Clement, St. Leonard, St. Margaret, St. Michael, and St. Martin Orgar, all in the city of London, 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.

To incorporate, extend, and make applicable to the intended railways, subways, and works, all or some of the provisions of the City and South London Railway Acts, 1884 to 1901, with reference to the mode of construction and the working of the intended railways, subways, and works, the retention and sale of lands, the powers to deviate and underpin, and so far as may be necessary to alter and amend the provisions of those Acts with reference to those matters.

To authorize 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 and places or any of them.

To authorize the construction and maintenance of shafts or openings from the surface of any road, land, street, square, or public place to any portion of the railways, subways, and works subject to such provisions and limitations (if any) as may be contained in the intended Act.

To authorize 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 authorized by the intended Act, and to deviate from the levels of any of the works shewn on the sections hereinafter mentioned, to such extent as may be authorized 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 restrict and limit the powers of vertical deviation conferred by the several Acts relating to the Charing Cross, Euston and Hampstead Railway, and the Great Northern and Strand Railway, and to prohibit any deviation in the construction of the railways authorized by those Acts respectively, from the levels shown on the deposited sections relating thereto which would prevent, obstruct, or interfere with the construction of the intended railways, and to

authorize and confirm or give effect to agreements between the Company and the Companies owning or working the said railways, 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 difference or disputes arising under the intended Act, or under any such agreement with reference to the matters aforesaid.

To empower the Company to purchase and acquire by compulsion or agreement and to hold lands, houses, and other property and easements therein in the parishes and places aforesaid for the purposes of the intended Act.

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, 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 house, building, manufactory, or other premises, without being required or compelled to purchase the whole of any such land, house, building, manufactory, or premises, and to empower the Company to take, use, and appropriate without payment the subsoil under any street or road, and to take, use, and appropriate the subsoil under any house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any parts thereof respectively, or any easement or right to the use of such subsoil, 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 property.

To authorize 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 operations of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous land.

To empower the Company to levy and recover tolls, rates and charges upon and in respect of the railways and the works and conveniences connected therewith, and to confer, vary, and extinguish exemptions from the payments of tolls, rates, and charges.

To empower the Company on the one hand, the Mayor and Commonalty and Citizens of the city of London, the London County Council and the council of any metropolitan borough or other local authority having the control or management of the streets or roads 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.

To empower the Company on the one hand, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Metropolitan and District Joint Committee, the Charing Cross, Euston, and Hampstead Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Great Northern and Strand Railway

Company, and the Central London Railway or any or either of them on the other hand to enter into and carry into effect agreements with respect to the construction, use, management, and maintenance of the stations, subways, lifts, approaches, platforms, sidings, signals and other works and conveniences connected with the railways of the contracting Companies respectively, and with respect to the construction, use, management, and maintenance of subways or other approaches, with or without lifts and other works and conveniences between the stations of the contracting companies and with respect to the joint or separate ownership, use, and occupation of such stations and works, or any of them, or any part or parts thereof, or with respect to the interchange, transmission, and delivery of traffic coming from or destined for 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 to authorize 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 the matters aforesaid, or any of them, and to empower the contracting companies respectively to apply their funds to any of the purposes of any such agreement.

To transfer to and vest in or provide for the transfer to and vesting in the Company all the powers, rights, and privileges now vested in the City and Brixton Railway Company (hereinafter called "the Brixton Company"), and all the lands and other property, real or personal, belonging to the Brixton Company, and all other their Undertaking, and the benefit of and subject to all contracts entered into by or with them or on their behalf, so that the Company may be enabled to act and be liable in all respects with reference to the Undertaking of the Brixton Company, and the construction, maintenance, and use of the railways and works authorized by the City and Brixton Railway Act, 1898, the City and Brixton Railway Act, 1899, and the City and Brixton Railway Act, 1901 (hereinafter collectively called "the Brixton Acts") and the purchase of lands for the purposes thereof respectively, and the levying, demanding, and recovering of tolls, rates, and charges in respect of the said Undertaking as fully and effectually to all intents and purposes as if the powers contained in the said Act had been originally conferred upon the Company, and to dissolve and wind up the Brixton Company, and to vary and extinguish the rights and interests of the shareholders in that Company, and to make provision for the release and payment out of the Chancery Division of the High Court of Justice of the sums of money deposited and now remaining in Court in respect of the railways authorized in respect of the Brixton Acts or any of them, and to provide for the payment by the Company of the costs of the Brixton Company in connection with the said Acts, and to enable the Company to raise by the creation and issue of shares or stock with or without a preference in payment of dividend or other rights and privileges, the share capital authorized by the Brixton Acts or any of them, and for that purpose to alter, amend, extend, or repeal, or to make applicable to the Company, with or without variation or alteration, all or some of the provisions of the said Acts relating to the capital of the Brixton Company.

To constitute the railways and works authorized by the Brixton Acts, and the intended Railway No. 2 or some part or parts thereof respectively a separate Undertaking with a separate capital, or to authorize and provide for the same being so constituted if the Company think fit.

To revive the powers and extend the time now limited by the Brixton Acts, or any of them, for the compulsory acquisition of lands, and to extend the time limited by those Acts or any of them for the completion of the railways and works authorized by these Acts.

To empower the Company for the purposes of the intended Act, and for the general purposes of their Undertaking to raise additional capital by the creation of new shares or stock, with or without a preference or priority in payment of dividends, and by borrowing on mortgage, and by the creation and issue of debenture stock or by any of such means and to apply to the said purposes or any of them any capital or funds now belonging to or hereafter to belong to them or under their control.

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 the construction of the railways and works to be authorized by the intended Act, or which have been authorized by the Brixton Acts, or any of them, interest or dividends on any shares or 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 City and South London Railway Acts, 1884 to 1901, and all other Acts relating to the Company, the City and Brixton Railways Acts, 1898, 1899, and 1901, and all other Acts relating to the Brixton Company; the London City Improvement Act, 1847; and the Act 57 Geo. III, cap. 29, and all other Acts relating to the Corporation of the city of London; the London Government Act, 1899, and all other Acts relating to the London County Council, or to the before mentioned metropolitan boroughs; the Charing Cross, Euston, and Hampstead Railway Acts, 1893 and 1902, and all other Acts relating to the Charing Cross, Euston, and Hampstead Railway Company; the Great Northern and Strand Railway Act, 1899, and all other Acts relating to the Great Northern and Strand Railway Company; the Metropolitan Railway Act, 1854, and all other Acts relating to the Metropolitan Railway Company; the Act 27 and 28 Vic. cap. 322, and all other Acts relating to the Metropolitan District Railway Company; the Metropolitan and Metropolitan District Railways (City Lines and Extensions) Act, 1879, and all other Acts relating to the Metropolitan District Joint Committee; the Act 9 and 10 Vic. cap. 204, and all other Acts relating to the London and North Western Railway Company; the Act 7 and 8 Vic. cap. 18, and all other Acts relating to the Midland Railway Company; and the Act 9 and 10 Vic. Cap 71, and all other Acts relating to the Great Northern Railway Company.

And notice is hereby also given, that on or before the 29th day of November instant, maps, plans and sections of the railway and works proposed to be authorized 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, 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 the Sessions House, Clerkenwell, in that county, and with the Town Clerk of the city of London, at his office at the Guildhall, in the city of London, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the Metropolitan boroughs of Islington, Finsbury, Saint Pancras, and Southwark respectively, together with a like copy of this Notice, will be deposited with the Town Clerks of those boroughs at their respective offices.

And notice is hereby further given, that on or before the 20th day of December, 1902, 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, 1902.

DONALD McMILLAN, 11 and 12, Clement's-lane, E.C., Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

Board of Trade—Session 1903.

LEATHERHEAD AND DISTRICT WATER.

(Application to the Board of Trade under the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Amendment Act, 1873, for a Provisional Order for increase of capital, and incorporation and amendment of Acts, and other purposes.)

NOTICE is hereby given that the Leatherhead and District Waterworks Company (hereinafter called "the Company") intend to apply to the Board of Trade on or before the 23rd day of December next for a Provisional Order (hereinafter called "the Order") under the Gas and Waterworks Facilities Act, 1870, and the Gas and Waterworks Facilities Amendment Act, 1873, for all or some of the following purposes (that is to say):—

To authorize the Company to raise additional capital for the purposes of their Undertaking by the creation and issue of new shares or stock, and by borrowing on mortgage, or by the creation and issue of debenture stock, or by some of such means, and to attach to such new shares, stock, or mortgages, or debenture stock, or some part thereof, any preference or priority in the payment of dividends, and such other rights and privileges as may be defined in the Order.

To vary or extinguish all rights or privileges which would interfere with any of the objects of the Order, and to confer other rights and privileges.

To authorize the Company to apply their corporate funds to the payment of the costs of the application for, and confirmation of, the proposed Order, and otherwise in reference thereto.

To incorporate with the Order, so far as applicable, and except so far as varied thereby, and to amend, alter, or repeal all or some of the provisions of the Leatherhead and District Waterworks Act, 1883, the Leatherhead and District Waterworks Order, 1890, and any other Act or Order relating to the Company or their Undertaking.

Notice is hereby further given that on or before the 30th day of November instant a copy of this Notice, as published in the London

Gazette, will be deposited for public inspection at the office of the Board of Trade, Whitehall-gardens, London, S.W., and at the office of the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington, London, S.E.

And notice is also given that on and after the 23rd day of December next, printed copies of the draft Order, as deposited with the Board of Trade, can be obtained by all persons applying for the same at the office of the Secretary of the Company situate at Church-street, Leatherhead, in the county of Surrey, and at the office of the undersigned, on payment of one shilling for each copy, and that if and when the Board of Trade have made the Order, printed copies thereof will be supplied to all persons applying for the same at the offices aforesaid at the above-mentioned price.

Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections 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 next ensuing. Copies of their objections must at the same time be sent to the undersigned Parliamentary Agents, 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 Promoters' Agents as aforesaid.

Dated this 13th day of November, 1902.

TAHOUDINS and HITCHCOCK, 20, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

BILLINGSHURST AND DISTRICT GAS.

(Incorporation of Company; Supply of Gas to Billingshurst and other Parishes in the County of Sussex; Capital; Compulsory Purchase of Lands; Gas Rents and Charges; Meter Rents; Gas Fittings; Agreements with Local Authorities and others; Powers as to Electricity; Incorporation and Amendment of Acts, &c.)

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 incorporate a Company and to enable the Company so to be incorporated (hereinafter called "the Company") to construct and maintain gas-works and to manufacture all kinds of gas and residual products arising therefrom, and to supply gas for lighting, heating, motive power, incandescent lighting, and other purposes; and to confer on the Company all necessary powers and authorities for the manufacture and supply of gas for lighting, heating, motive power, and other purposes.

2. To define the limits of supply of the Company, and particularly to authorize the Company to supply gas within the parishes of Billingshurst, Wisborough Green, Kirdford, Pulborough, Stopham, and Fittleworth, in the county of Sussex.

3. To authorize the Company to raise capital by the creation and issue of shares or stock (ordinary or preference, or both), to borrow on mortgage or otherwise, and to create and issue debenture stock.

4. To authorize the Company to acquire, take hold, and use by compulsion or agreement, for the purposes of their Undertaking, all or some of the following lands (that is to say):—

All that piece or parcel of land situate in the

parish of Wisborough Green, in the county of Sussex, containing by admeasurement two acres or thereabouts, lying on the south-east side of the road leading from Billingshurst to Wisborough Green, and being field numbered 1384 on the 25-inch Ordnance Map of the said parish.

5. To authorize the Company to erect, maintain, alter, improve, enlarge, extend, renew, and discontinue gasworks and works, plant and apparatus for the manufacture, storage, distribution, and supply of gas, and for the manufacture, conversion, utilisation, storage, and distribution of residual products arising from or connected with the manufacture of such gas, and of materials used in or about the same, and to empower the Company in and upon all or any of such lands to manufacture, convert, utilise, store, and distribute such residual products and materials as aforesaid.

6. To empower the Company to lay down, maintain, alter, and repair mains, pipes, and other works for the supply of gas 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, water pipes, drains, sewers, rivers, and other properties within the limits of supply.

7. To enable the Company to purchase, take on lease or otherwise acquire by compulsion or agreement, and to hold the lands hereinbefore described, and also other lands, houses, buildings and easements in lands which may be required for the general purposes of their undertaking.

8. To authorize the Company to deal in, sell or dispose of coal, lime, coke, tar, asphalt, chemicals, and other residual and manufactured products and other matters and things, and to carry on the business usually carried on by gas companies, or which is or may be incidental thereto.

9. To empower the Company to supply all kinds of gas in bulk, or otherwise for purposes of light heat, cooking or motive power, and for any other purposes for which gas is or may become suitable.

10. To make provision for the protection of the works of the Company, and for preventing the waste and misuse of gas, and for defining and regulating the supply of gas by the Company.

11. To empower the Company to manufacture, purchase, hire, sell, put up, let, and supply gas meters, slot meters, lamps, stoves, fittings, machinery, engines, and other apparatus, articles and things used in connection with gas.

12. To provide that money placed in slot meters shall not be deemed to have been paid to the Company until the Company shall have actually received the same.

13. To enable the Company on the one hand and any local authority, company, corporation, body or person on the other hand, to enter into and carry into effect contracts, agreements and arrangements for or with respect to the supply by the Company to any such authority, company, corporation, body or person of gas in bulk or otherwise, and to sanction and confirm any such contract or arrangement already made, or which may be made prior to the passing of the Bill.

14. To enable the Company to acquire, hold, use, and enjoy patent rights, licences, and authorities under letters patent in relation to the manufacture, conversion, distribution, and utilisation of all kinds of gas and residual products.

15. To enable the Company to apply their capital and funds and use their land and property for any of the purposes hereinbefore mentioned, or for any other purposes connected with their Undertaking.

16. To make, levy, and recover rates, rents, and charges for the supply of gas and residual products manufactured or otherwise, and for the supply, hire, or use of meters, lamps, stoves, fittings, labour, machinery, engines, and other apparatus and things supplied by the Company.

17. To make provision for enabling the Company to obtain powers to produce and supply electricity for lighting and other purposes, and to empower them to construct and acquire works, rights, and machinery for the purposes aforesaid, and to apply their capital or funds to all or any of those purposes, and to authorize and confirm agreements with reference thereto.

18. The Bill will incorporate with or without variation all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, and the Gasworks Clauses Acts, 1847 and 1871, and will vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

Duplicate plans describing the lands, houses, and other property which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and the occupiers of such lands, houses, and other property, 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 with the Clerk of the Peace for Sussex, at his office at Lewes; and on or before the same day a copy of the said plans and book of reference, and a copy of this Notice as published in the London Gazette, will be deposited with the Clerk of the Parish Council of Wisborough Green, at his office.

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 15th day of November, 1902.

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

In Parliament.—Session 1903.

BRITISH GAS LIGHT COMPANY LIMITED
(NORWICH).

(Further Powers as to Expenditure of Capital; New Works; and Additional Land at Norwich; and Other Matters; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the British Gas Light Company Limited (hereinafter called "the Company") for an Act for the following purposes or some of them (that is to say):—

To empower the Company to expend further capital for the purposes of and in connection with their works and Undertaking at Norwich.

To empower the Company to purchase by agreement and to hold the land hereinafter described, and in and upon such land to construct, make and maintain, alter, improve and enlarge, extend and renew works for the manufacture, storage and supply of gas, and for the manufacture, conversion, utilisation and storage of residual products producible or resulting from or

used in the manufacture of gas, and to manufacture and supply on and from the said land and works gas and such residual products, and to erect, make and maintain thereon all such buildings, works, apparatus and conveniences as may be necessary or expedient for the purposes aforesaid. The lands hereinbefore referred to are:—

Certain land and buildings in the parish and borough of Norwich, in the county of Norfolk, bounded on the south-east by Carrow-road for a length of 140 yards or thereabouts from the boundary of the property of the Great Eastern Railway Company at their Norwich Thorpe Station, on the north-east by the said property of the Great Eastern Railway Company for a length of 400 yards or thereabouts from Carrow-road, on the north-west by other property of the said Railway Company for a length of 90 yards or thereabouts from the north-eastern boundary of the said land as above described, and on the south-west by a straight line drawn parallel to the said north-eastern boundary for a length of 270 yards or thereabouts in a north-westerly direction from Carrow-road and thence for a length of 150 yards or thereabouts to the south-west end of the north-west boundary as above described.

To amend section 9 of the British Gas Light Company Limited (Norwich) Act, 1875, and to increase the amount now limited by that section which the Company may charge as part of the expense of the management of their Undertaking.

To vary or extinguish all existing rights and privileges which would or might in any manner interfere with the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend or repeal, or to make applicable to the objects and purposes of the intended Act some or all of the provisions of the British Gas Light Company Limited (Norwich) Acts 1858 to 1896, and any other Act or Acts relating to the Company.

And notice is hereby also given that on or before the 20th day of December, 1902, 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, 1902.

H. J. MANNINGS, 156, Gresham House,
Old Broad-street, London, E.C., Solicitor.

SHERWOOD and Co., 7, Great George-street,
Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

MILFORD DOCKS.

(Increase of Amount of Milford Docks Special Charge Debenture Stock and Milford Docks Special Mortgages, and Alteration of Priorities thereof and change of name thereof. Formation of Sinking Fund for Redemption of such Stock and Mortgages; Amendment of Section 5 of Milford Docks Act 1892; Powers as to Creation and Issue and Granting of Debenture Stock and Mortgages; Application of Funds and Securities; Amendment and Repeal of Acts, &c., &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session of 1903 by or on behalf of the Milford Docks Company (hereinafter called "the Company") for leave to bring in a Bill for the purposes following or some of them (that is to say):—

1. To increase or authorize the increase of the sums which the Company or the Directors of the

Company are by the Milford Docks Act 1892 as amended by the Milford Docks Act 1894 and the Milford Docks Act 1898 (which Acts are hereinafter referred to as "the Acts of 1892 to 1898") authorized to raise by the creation and issue of "Milford Docks Special Charge Debenture Stock" or the grant of "Milford Docks Special Mortgages" and if thought fit to change the name under which such debenture stock and such mortgages are respectively authorized to be created and granted and to authorize the Company or the Directors of the Company without any further or other authority to create and issue such debenture stock or mortgages as so increased with priority as regards principal, as well as interest over the "Milford Docks Debenture Stock A" and the "Milford Docks Debenture Stock B" and any other debentures or securities of the Company.

2. To authorize the Company or the Directors of the Company to form a sinking fund for the redemption of any such special charge debenture stock and special mortgages which may be created and issued or granted by them out of the income and profits of the Company and to attach to the payments to be made to such sinking fund the same priorities over other debenture stocks and securities of the Company and the interest thereon as may be attached by the Bill to such special charge debenture stock or special mortgages and the interest thereon as hereinbefore mentioned or such other rights and priorities as the Bill may define.

3. To repeal so much of section 5 of the Act of 1892 which provides that the Milford Docks Special Charge Debenture Stock or Milford Docks Special Mortgages shall be deemed to be issued or granted in lieu of £30,000 of the additional Milford Docks Debenture Stock A authorized to be created by the Milford Docks Act 1890 and as reduces the amount of such additional debenture stock A authorized to be issued under the last mentioned Act and if and so far as may be necessary to revive the power of the Company or the Directors of the Company to create and issue the full amount of such additional debenture stock A authorized to be created and issued by the said Act and to attach thereto such preference or priorities over other securities of the Company as are attached to the existing Milford Docks Debenture Stock A.

4. To make provision for the application of the proceeds of such special charge debenture stock and special mortgages as increased under the powers of the Bill and to authorize the Company to apply their funds or securities to any of the purposes of the Bill.

5. To alter amend or repeal the provisions of the Milford Docks Act 1874 the Milford Docks Act 1890 and the Acts of 1892 to 1898 and any other Act or Acts relating to or affecting the Company or their Undertaking and the Bill will vary or extinguish all or any rights and privileges which would interfere with or be inconsistent with its objects or provisions and will 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 20th day of December next.

Dated this 17th day of November, 1902.

BEALE and Co., 28, Great George-street,
Westminster, S.W., Solicitors for the Bill.

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

In Parliament—Session 1903.

BECKENHAM URBAN DISTRICT COUNCIL.
(Powers to Council with Respect to Construction and Working of Tramways and Execution of Street Widening and Improvements; Working, &c., of Tramways by and Supply of Electrical Energy; Agreements with Local Authorities, &c., with Reference thereto; Power to Council to run Omnibuses, &c.; Acquisition of Lands; Special Provision as to Compensation, Recreation Grounds, Refreshment Room, Bands, Games, &c.; Penalties for Selling Milk of Diseased Cows and Powers for Dealing with Tuberculosis in Cows; Powers as to Infectious Diseases; Powers as to Buildings and Streets and Sanitary Matters; Discount on Electricity Accounts; Fire Brigade; Police and Street Traffic; Borrowing Powers; Raising and Application of Moneys; Power to Grant Gratuities to Officers and Servants Injured in Service of Council; Bye-laws; Penalties; Incorporation and Amendment 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 Beckenham, in the county of Kent (hereinafter called "the Council") for an Act for all or some of the following purposes, (that is to say):—

To authorize the Council to construct and maintain in the parish and urban district of Beckenham, in the county of Kent, and in the metropolitan borough of Lewisham, in the county of London, the tramways hereinafter described with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, tubes, wires, stables, carriage houses, sheds, depots, building works, apparatus, and conveniences connected therewith respectively.

The tramways proposed to be authorized are:—

Tramway No. 1, wholly situate in the parish and Urban District of Beckenham, commencing in Beckenham-road, at the boundary of the Urban District of Penge by a junction with the authorized tramways of the British Electric Traction Company Limited, at a point of about 1·00 chain east of Kent House-road, and proceeding thence in an easterly direction along Beckenham-road and High-street, and terminating in High-street, at the west end of Manor-road.

Tramway No. 2, wholly situate in the said parish and Urban District of Beckenham, commencing by a junction with the authorized tramways of the British Electric Traction Company Limited, at the parish boundary in Parish-lane, at the south end of Thesiger-road, and proceeding thence in a northerly direction along Thesiger-road and Kent House-road, and terminating at the boundary of the Metropolitan borough of Lewisham, in Kent House-road, at a point about 3·80 chains north of Woodbastwick-road.

Tramway No. 3, wholly situate in the parish of Lewisham, in the metropolitan borough of Lewisham, commencing by a junction with Tramway No. 2 at its termination as above described, and proceeding thence in a northerly direction along Kent House-road and terminating in Kent House-road at or near its junction with Sydenham-road.

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 sides of the streets or roads hereinafter mentioned, or, if no side is mentioned, on both sides of the road, and the nearest rail of the tramway.

Tramway No. 1.

In Beckenham-road:—

1. Between points situate respectively 2·10 chains and 3·10 chains or thereabouts from Barnmead-road, measured in an easterly direction.

2. On the south side, between points situate respectively 1·60 chains and 3·60 chains or thereabouts from Sidney-road, measured in an easterly direction.

3. From Hayne-road for a distance of 5·60 chains or thereabouts measured in an easterly direction.

In High-street:—

1. For a distance of 3 chains or thereabouts in front and immediately on either side of the George public-house.

2. From Fairfield-road for a distance of 2 chains or thereabouts in an easterly direction.

Tramway No. 2.

(a) In Thesiger-road:—

1. For a distance of 4 chains or thereabouts from the commencement of the tramway at the junction of Parish-lane and Thesiger-road, measured in an easterly direction.

2. On the north side from a point 1·80 chains or thereabouts from Somerville-road, measured in a westerly direction, to Somerville-road.

3. On the south side from a point 1·70 chains or thereabouts from Kent House-road, measured in a westerly direction, to Kent House-road.

(b) In Kent House-road:—

On the north-west side from Somerville-road for a distance of ·60 chain or thereabouts, measured in a northerly direction.

The intended tramways are proposed to be constructed on a gauge of 4 feet 8½ inches, or such other gauge as the Council may determine, and it is not intended to run thereon carriages or trucks adapted to run on railways.

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 any tramways belonging to the Council or for affording access to the stables, carriage houses, generating stations, depots, sheds, and works of the Council or their lessees or for effecting junctions with any other tramways.

To empower the Council for all or any of the purposes of the intended Act to stop, 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, electric lighting mains or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

To empower the Council notwithstanding anything contained in the Tramways Act, 1870, to work the intended tramways and to place and run carriages thereon, and to empower the Council or other person or persons working the said 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 exemptions from tolls, rates and charges.

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 shall be 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 or permanently in the same or any adjacent

street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

To empower the Council from time to time to take up and remove any tramways belonging to them, 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 tramways belonging to them.

To alter, amend, or repeal so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages.

To empower the Council from time to time to work the 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 of such powers, and to apply to and use for that purpose any station for generating electrical power and any electrical power which they are already authorized to erect, provide, and use, and also to erect, place, make, and maintain works, engines, machinery, dynamos, and apparatus for the production, storage, and supply of electricity or other power at such stations, 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, wires, pipes, conduits, conductors, cables, ropes, posts, brackets, boxes, transformers, 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 enable the Council on the one hand and the British Electric Traction Company Limited, and any local authority, company, or person owning, working or using any tramways, tramroads or light railways, which can be worked with any of the tramways of the Council on the other hand from time to time to enter into and carry into effect contracts and agreements with respect to the working, running over, use, management and maintenance by the contracting parties of all or any of their respective tramways, tramroads, light railways, 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 such agreements which have been or may be made prior to the passing of the intended Act.

To empower the Council to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) and easements therein for the purposes of the intended Act and also the lands hereinafter described or referred to or some of them, all in the parish and urban district of Beckenham (that is to say):—

Beckenham-road.

1. Land situate in Beckenham-road at its

junction with Chaffinch-road, bounded on the south by Beckenham-road, on the north-east by Chaffinch Brook, on the south-east by the South-Eastern Railway, and on the north-west by Chaffinch-road.

Arthur-road.

2. Land situate on the west side of Arthur-road abutting on and immediately to the south of Arthur-terrace, having a frontage of 2.60 chains, and an average depth of about 1.30 chains or thereabouts.

High-street—north side.

3. Lands partially bounded on the west by a fence, distant 2.20 chains or thereabouts, from Rectory-road, and on the east by The Cedars and grounds connected therewith, and having an average depth from High-street of 2.50 chains or thereabouts.

4. Lands extending from and inclusive of premises No. 102 to No. 108, High-street, bounded on the west by the coach-house and grounds attached to The Cedars, and on the north by premises No. 100, High-street, and its curtilage.

South side.

5. Lands bounded on the south by the passage and yard situate on the north side of shop No. 67, High-street, and by Christ Church-villas, on the east side by Fairfield-road and Christ Church-villas.

Croydon-road.

6. Lands abutting on the south-east side and extending from the northern boundary of the Recreation Ground to a point 0.50 chains south of the junction of Croydon-road and High-street.

7. Land abutting on the south side, situate between Langley-road and Eden-road, and forming part of the forecourts of houses Nos. 19 to 39 inclusive, and Nos. 43 and 45, and shops Nos. 47 to 51 inclusive.

Bromley-road.

8. Land abutting on the north side and extending from The Knoll to Westgate-road.

Scott's-lane.

9. Land on the east side extending south of Bromley-grove for a distance of 2 chains or thereabouts, measured in a southerly direction. Hayes-lane and Wickham-road.

10. Land at the south-west corner of Hayes-lane at its intersection with Wickham-road, extending for a distance of 2.20 chains or thereabouts in Hayes-lane, measured in an easterly direction and 1.30 chains or thereabouts in Wickham-road, measured in a southerly direction.

To authorize the Council to use any lands acquired by them under the provisions of and for the purposes of the Public Health Act, 1875, for any other purpose in like manner as if such lands had been originally acquired for such last mentioned purpose.

To empower the Council to make and maintain in the parish and Urban District of Beckenham the street widenings and improvements, herein-after mentioned with all proper works and conveniences, and to acquire by compulsion or agreement, and to hold lands for the purposes of such street widenings and improvements, including the lands hereinbefore described (that is to say):—

Beckenham-road.

On the north side:

1. From Chaffinch-road to Hayne-road.

On the south side:

2. From Sidney-road for a distance of 1.10 chains or thereabouts in an easterly direction.

3. From Hayne-road in a westerly direction for 2.00 chains or thereabouts.

4. From Hayne-road to Croydon-road. High-street.

On the north side:

1. From the southern end of Rectory-road for a distance of 9 chains or thereabouts in an easterly direction.

2. Between points respectively 2.20 chains and 5.00 chains or thereabouts from the centre of the entrance to The Cedars, measured in an easterly direction.

On the south side:

3. Extending 4.60 chains or thereabouts in an easterly direction from the passageway to Messrs. Tilling's stables.

4. From a point 1.60 chains or thereabouts north-east of Burnhill-road to Fairfield-road.

5. From Fairfield-road for a distance of 2 chains or thereabouts in an easterly direction.

Kent House-road.

On the north-west side:

1. From Somerville-road for a distance of 1.30 chains or thereabouts measured in a north-easterly direction.

2. At the bend in the road opposite Kent House-lane for a length of 2 chains or thereabouts.

On the south-east side:

3. Between points respectively situate 4.40 chains and 8.40 chains or thereabouts, from Lennard-road, measured in a north-easterly direction.

To alter the levels of Beckenham-road, between Barnmead-road and Arthur-road, under and on either side of the bridge, carrying the Crystal Palace and West End Railway over that road.

To authorize 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.

To authorize the purchase and acquisition of a part only of, or of an easement in, over, or under any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act without the Council purchasing the same, becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorize the Council on the one hand, and any local authority, company or person authorized to produce, supply or use electric energy for the supply of electric energy for the purposes of the intended Act, and for any other purposes to and by the Council, by and to such local authority, company or person.

To enable the Council to provide, maintain, work and use omnibuses and motor cars in connection with the intended tramways, and to levy and take such tolls, rates, or charges as they may think reasonable.

To make provision with reference to the public parks, gardens, and pleasure grounds within the district of the Council, and to provide that the same shall be deemed streets for certain purposes of the Towns Police Clauses Act, 1847, and for setting apart and closing pleasure grounds for games and other special purposes, and to empower the Council to erect reading and refreshment rooms and other buildings and conveniences, to let refreshment rooms and to charge for the use thereof, and to contribute towards a band of music and to provide for the application of moneys received from recreation grounds and buildings therein.

To confer on the Council larger powers than they now possess with regard to infectious diseases, including amongst others, the following powers (that is to say)—To prohibit infected persons from carrying on certain businesses, for the protection against infection of books from lending libraries, the payment by the Council of

expenses of persons in hospital, the compensation of dairymen, nurses, and others, the regulation, manufacture, and sale of ice creams and similar commodities, for imposing penalties on persons permitting infected children to attend school, and conferring power on medical officer to examine school children, requiring principal of school to furnish list of pupils, to provide nurses, to provide for the disinfection and purification of bedding and clothing, to require dairymen to notify infectious disease among their servants and dairymen and persons engaged in washing or mangling clothes, to furnish list of sources of supply of milk, and owners of clothes respectively in certain cases, and to make further provision as to what are to be deemed infectious diseases.

To make provision as to notice to medical officer by the driver, &c., of any infected person, the application of section 124 of the Public Health Act, 1875, to persons who cannot be isolated, the cleansing of infected houses and removal of persons therefrom, the closing of schools in certain cases, the removal of bodies of persons dying of infectious disease and the blowing or inflation of carcasses.

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 or a specially authorized 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.

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 retention of plans deposited with the Council, approval of plans by Council to be void after certain intervals, intersecting streets, power to the Council to define future line of existing streets, to vary position or direction of new streets, and to declare where streets begin and end to provide that continuation of existing streets shall be deemed new streets, to provide for crossings for horses or vehicles over footpaths, the materials and mode of construction of new streets, the recovery by the Council of damages caused to footways by excavation; approval of elevation of buildings erected in front lands, height of buildings and chimneys, as to what is to be deemed new buildings, approval by Council of temporary and movable buildings, and power to sell materials of temporary buildings, prevention of soil and sand from being washed into streets, as to separate and enlarged sewers, the lopping of trees or shrubs overhanging streets and footpaths, obstruction in watercourses, the fencing of vacant lands, the repairing or enclosing of dangerous places, urgent repairs to private streets, paving of yards, and fencing of forecourts from streets.

To make provision as to the materials for fire-proof construction of flats, &c., means of escape from buildings in case of fire, the deposit of building materials and excavations in streets, removal, &c., of the materials in streets, sewered and paved, closing of entrances to

courts, prevention of culs-de-sac, as to coal shoots, &c., storing of wood and timber, excavations in streets after plans deposited, liability of Council in executing works for owners, level of basement, floors, communications between private drains and sewers, using of water or stack pipes as ventilating shafts, and the recovery by Council of private improvement, &c., expenses.

To confer on the Council further powers with reference to sanitary matters, including among others the following, that is to say, power to the Council to require water-closets for new buildings, rain-water pipes not to be used as soil pipes to provide sinks and drains for buildings, regulation of dustbins, cleansing of cisterns, removal of trade refuse, as to houses without water, supply pipes from slop-stones to be disconnected from the sewers, inspection of drains, &c., drainage of houses by combined operation as to reconstruction of and wilful damage to drains, and to require old drains to be laid open for examination by surveyor before communicating with sewers. Power to provide public conveniences and lavatories, to require urinals to be attached to refreshment rooms, and the removal or alteration of urinals, to prohibit or control the ejection of steam, defining the establishment of a new business, and imposing penalties on occupiers refusing to comply with the provisions of the intended Act.

To make provision as to the closing of houses unfit for habitation, appeal against closing orders, conversion of existing accommodation into water closets, closet accommodation to several houses, apportionment of expenses in case of joint owners charge by Council for clearing closets, etc., as to filling up cesspools, etc., ventilation of soil pipes, imposing penalties on improper construction or repair of water closet or drain, and as to smoke nuisance.

To empower the Council in connection with their electricity undertaking to allow discount on electric lighting and power accounts, to make bye-laws with respect to electric fittings, to refuse supply in certain cases, to supply electric fittings, to alter the date for filling up the annual statement of accounts for lighting, and to require consumers to give notice to the Council before removing.

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, to provide that the captain or other officer of the fire brigade shall have control of all operations at a fire, for the provision of firemen's cottages, the payment of extraordinary expenses at fires, and to authorize agreements between Council and other authorities for common use of fire engines, &c.

To confer on the Council further powers with reference to police and street traffic, and in particular to restrict advertisements on vehicles and hoardings, to regulate the use of sky signs, to impose penalties for reckless driving, to provide that unfenced ground adjoining a street shall be a public place for the purpose of the Vagrancy Acts, as to indecent shows, street cries, &c., and the licensing of marine store dealers.

To make provisions as to the closing of the public baths belonging to the Council, and to enable them to charge for the exclusive use thereof, and to authorize the Council to advertise such baths, and as to the payment of the cost of such advertisement.

To make further provision for the prosecution of offenders, the bringing of actions and proceed-

ings, and the signing and service of orders, contracts and notices.

To authorize the Council to grant gratuities to their officers or servants who may be injured in their service and to regulate and authorize the sums to be paid out of any of the funds of the Council.

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 electricity Undertaking, and for such other purposes as may be prescribed or authorized by the intended Act, and to charge the money so borrowed and interest upon the security of the whole or part of the revenues of the Council from time to time arising from the electricity 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 by the issue of Bills, 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 their electricity tramway and other Undertakings, and to make further provision with reference to the existing debts of the Council and otherwise in relation to the finances, rates, and revenues of the Council, and to extend the period for the repayment of loans for private street works and private improvement expenses, and the intended Act will or may consolidate or provide for the consolidation of all or any of the loans of the Council.

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.

To incorporate with alterations and amendments and to apply, amend, alter or repeal all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say): The Tramways Act 1870, The Lands Clauses Acts, The Electric Lighting Acts, 1882 and 1888, and The Electric Lighting (Clauses) Act, 1899, Towns Improvement Clauses Act 1847, The Towns Police Clauses Act 1847 and 1889, The Local Loans Act 1875, The Public Health Acts, The Infectious Diseases Notification Act 1889, and the Infectious Diseases Prevention Act 1890, and all Acts amending the said Acts respectively, or any of them.

To alter, amend, extend, enlarge, or repeal or re-enact with or without amendment, all or some of the provisions of the Beckenham Electric Lighting Order, 1893, and all other Acts and Orders relating to the Council.

And Notice is hereby also given that on or before the 29th day of November instant, plans and sections of the tramways street improvements, and works to be authorized by the intended Act and of the lands, houses, and other property to be taken under the powers of the intended Act 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 county of Kent, at his office at Maidstone, with

the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell; with the clerk of the Urban District Council of Beckenham, at his Office at the District Council Offices, Beckenham; and that on or before the said 29th day of November, a copy of so much of the said plans, sections, and book of reference as relates to the Metropolitan Borough of Lewisham will be deposited for public inspection with the Town Clerk of that borough at his Office.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

FREDERICK STEVENS, Beckenham, Clerk of the Council.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

WISBECH CANAL.

(Abandonment and Discontinuance of Canal; Consequential Powers and Provisions as to Sale of Land; Powers of Sale and Transfer of Undertaking; Dissolution and Winding-up of Company; Application of Assets and Extinguishment of Obligations, &c.; Removal of Locks and other Works; Extinguishment of certain Rights of Way; Vesting in Railway Companies and Wisbech Corporation of site of certain Bridges; as to Accumulated Fund; Repeal or Amendment of Acts.)

NOTICE is hereby given, that the Wisbech Canal Company (hereinafter called "the Company") intend to apply to Parliament in the next Session for an Act for all or some of the following purposes (that is to say):—

To authorize the abandonment and discontinuance of the canal between the town of Wisbech and Outwell, authorized by the Act 34 Geo. III, cap. 92.

To provide for the discontinuance of the discharge by the Town Council of the borough of Wisbech of surface-water from streets in the borough of Wisbech, into the canal by the existing outlet, at a point between the Wisbech Lock and the outlet into Wisbech River.

To enable the Company to sell and dispose of by public auction or private contract or in such manner as may be provided in the intended Act, and to transfer the whole or any part of the said canal, and all or any of the lands, locks, basins and other property connected therewith or belonging thereto, and all the estates, rights, titles, interests, privileges, powers and authorities belonging to the Company, together with the right of way or navigable communication over and along the said canal, and to discontinue the preservation, maintenance and use of the said canal, and of the locks, basins, bridges, embankments and other works connected therewith, together with all rights, powers and obligations for the supply of water to or from the said canal.

To enable the Company to lease, let or exchange any of their lands or any portion of the site of the said canal.

To extinguish or vary all tolls, rates, duties, charges and all rights of way, liberties and easements now or heretofore enjoyed by any person whomsoever, and all other rights and privileges of every description upon, over or along the said Canal or into the locks, reservoirs

and basins of the Company in any manner connected with the said canal or any of their lands, estates or property.

To extinguish and discontinue or to vary all such rights of way as may be unnecessary by reason of the abandonment of the canal or as may be declared to be unnecessary by the County Council of the county in which the rights of way in question may be situate.

To make provision for the application of the moneys to arise from any sale or sales of the canal, lands, houses, reservoirs, basins, rights of way or navigable communication and other property of the Company as the assets of the Company.

To confirm any agreement or agreements made or to be made before the passing of the intended Act, or consequent thereupon relating to all or any of the matters aforesaid.

To make provision for the winding-up of the Company's affairs and the dissolution of the Company.

To authorize the Company in the event of their not selling or transferring the said canal to close the same or any part or parts thereof, and all or any of the banks, locks, towing paths and other means of access or right of way over and along the same, and to relieve the Company from all and every liability and obligation to maintain or repair the said canal and the towing paths, locks, bridges, embankments, floodgates, dams and other works connected therewith.

To vest in the Great Eastern Railway Company, or any other railway company, the sites of all or any bridges constructed by the Great Eastern Railway Company, or any other railway company over the canal.

To vest in the Mayor, Aldermen and Burgesses of the borough of Wisbech, the sites of the bridges over the canal known as Blackfriars Bridge and Walsoken Bridge, and also of the bridge over the outlet into Wisbech River.

To make such provision as may be necessary in consequence of the abandonment of the canal with reference to the accumulated fund referred to in section 48 of the Middle Level Act, 1867.

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 on the Company all such other necessary and proper or convenient powers and provisions as may be expedient for carrying the intended Act into execution, and to confer other rights and privileges.

To repeal the Act local 34 Geo. III, cap. 92.

To repeal or amend such of the provisions as may be necessary or expedient of the Middle Level Act, 1867, or any other Act relating to the Middle Level having reference to the canal.

To repeal so much of the Canal Tolls and Charges No. 8 (River Cam, &c.) Order Confirmation Act, 1894, as has reference to the tolls and charges applicable to the merchandise traffic carried on the said canal.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

EDWD. H. JACKSON, Wisbech, Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

**STROUD DISTRICT AND CHELTENHAM
TRAMWAYS.**

(Incorporation of Company; Construction of Tramways in the District of Stroud, and between Stroud and Cheltenham, in the County of Gloucester; Motive Power; Generating Stations; Breaking-up of and Interference with Streets, Roads and Bridges; Alterations of Levels of Streets and Roads, and Street Widening; Compulsory Purchase of Lands, &c.; Power to Purchase parts only of Properties; Agreements with and Powers to and Provisions as to Purchase of Tramways by Local Authorities; Powers as to Sale and Purchase of Electrical Energy; Power to provide and run Omnibuses, Motor-cars and Cars on the Trolley System without Lines; Gauge; Posts and Overhead Wires; Tolls, Rates and Charges; Payment of Interest during Construction; Agreements with Local and Road Authorities; Amendment and Repeal of Section 43 and other Sections of the Tramways Act, 1870; Bye-laws and Regulations; Working Agreements; Running Powers; Incorporation, Amendment, Application or Repeal of Acts; and other powers and purposes.)

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 amongst other purposes:—

1. To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to make, lay down, form and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings and passing places, posts, brackets, wires, waiting rooms, stations, sidings, stables, carriage-houses, engine, boiler and dynamo-houses, sheds, buildings, engines, dynamos, apparatus, machinery, appliances, works and conveniences connected therewith respectively. In this Notice where any distance is given with reference to the intersection of any streets or roads, the distance (unless otherwise stated) is to be taken as measured from the point at which 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 in the following descriptions of the proposed tramways, narrow places, alterations of levels of streets and street widenings, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length.

2. The said tramways will be situate in the parishes of Stroud, Cainscross, Stonehouse, Kingstanley, Rodborough, Minchinhampton, Woodchester, Nailsworth, Thrupp, Chalford, Uplands, Whiteshill, Painswick, Pitchcombe, Cranham, Prinknash, Upton Saint Leonards, Brockworth, Badgeworth, Great Shurdington, Leckhampton and Cheltenham, in the borough of Cheltenham, in the urban districts of Stroud and Nailsworth, and in the rural districts of Stroud, Gloucester and Cheltenham, all in the county of Gloucester, and are the following:—

Tramway No. 1.—Commencing in the urban district and parish of Stroud, in King-street, at a point in the said street 21 yards north-eastward of the south corner of the Royal George Hotel, passing thence in a south-west-ly direction along King-street, Rowcroft, and the Cainscross-road, and terminating in the parish of Cainscross by a junction with Tramway No. 2, at a point

near the White Horse Inn, Cainscross, 34 yards measured in a westerly direction from the intersection of Bridge-street and the Cainscross-road.

Tramway No. 2.—Commencing in the parish of Cainscross by a junction with Tramway No. 1 at its termination, and passing thence in a westerly direction along the Stonehouse-road and High-street, Stonehouse, and terminating in High-street, Stonehouse, in the parish of Stonehouse, at a point 128 yards southwards from the south-western side of the Great Western Railway Bridge.

Tramway No. 3.—Commencing at Cainscross, in the parish of Cainscross, by a junction with Tramway No. 1, at a point in the Cainscross-road 18 yards to the north-east of the intersection of Bridge-street and the Cainscross-road, passing thence through Dudbridge into and along the Nailsworth-road, and terminating by a junction with Tramway No. 4 at a point opposite the roadway forming the entrance to Woodchester Railway Station, in the parish of Minchinhampton.

Tramway No. 3A.—Commencing at Cainscross, in the parish of Cainscross, at the point of the junction of Tramways Nos. 1 and 2, and terminating by a junction with Tramway No. 3 at a point in Bridge-street, Cainscross, in the parish of Cainscross, 23 yards to the south-east of the intersection of the Cainscross-road and Bridge-street.

Tramway No. 3B.—Commencing in the parish of Rodborough by a junction with Tramway No. 3 at a point 22 yards north-west of the intersection of the Dudbridge and Lightpill-road and the Selsley-road, and terminating in the parish of Kingstanley at a point 22 yards north-east of the intersection of the Selsley-road and the road leading to Dudbridge Railway Station.

Tramway No. 4.—Commencing in the parish of Minchinhampton by a junction with Tramway No. 3 at its termination, and passing thence along the Nailsworth-road and terminating in that road, in the urban district and parish of Nailsworth, at a point 43 yards to the south-east of the intersection of the Nailsworth-road and George-street.

Tramway No. 5.—Commencing in the urban district and parish of Stroud, in George-street, at the intersection of Kendrick-street and George-street, passing thence into and along the London-road to and terminating by a junction with Tramway No. 6 in the parish of Thrupp, at the intersection of the London-road and the road through Brimscombe to Walls Quarry.

Tramway No. 5A.—Commencing in the urban district and parish of Stroud by a junction with Tramway No. 5 at the intersection of Kendrick-street and George-street, and passing thence along George-street, and terminating by a junction with Tramway No. 1 in King-street, in the urban district and parish of Stroud at a point 11 yards to the north-east of the south corner of the Royal George Hotel.

Tramway No. 5B.—Commencing in the urban district and parish of Stroud by a junction with Tramway No. 5 at a point in the London-road 17 yards to the south-east of the intersection of John-street and the London-road, and passing thence along Russell-street, and terminating by a junction with Tramway No. 1 in Rowcroft, in the urban district and parish of Stroud, at a point 18 yards to the south-west of the intersection of Russell-street and Rowcroft.

Tramway No. 6.—Commencing by a junction at Brimscombe, in the parish of Thrupp, with Tramway No. 5 at its termination, and passing thence along the London-road and terminating at Chalford, in the parish of Chalford, at the

intersection of the roads leading to Frampton Mansell and to Marle-hill.

Tramway No. 7.—Commencing in the urban district and parish of Stroud at a point 11 yards south-west of the intersection of King-street and High-street, and passing thence along Lansdown and the Slad-road, and terminating by a junction with Tramway No. 8 at a point opposite the south-west corner of the Stroud Police Station, in the urban district of Stroud and parish of Uplands.

Tramway No. 7A.—Wholly in the urban district and parish of Stroud, commencing by a junction with Tramway No. 1 at its commencement, and passing thence along King-street in a north-easterly direction, and terminating in that street by a junction with Tramway No. 7 at its commencement.

Tramway No. 7B.—Commencing in the urban district and parish of Stroud by a junction with Tramway No. 7A at its termination, and passing thence along Gloucester-street to and terminating in the Painswick-road by a junction with Tramway No. 8 at a point opposite the south-west corner of the Stroud Police Station, in the urban district of Stroud and parish of Uplands.

Tramway No. 8.—Commencing in the urban district of Stroud and parish of Uplands by a junction with Tramways Nos. 7 and 7B, at their terminations, and passing thence along Beeches Green and the Painswick-road to and termina-

ting at a point in Victoria-square in the parish of Painswick opposite the centre of the entrance to the Public room there.

Tramway No. 9.—Commencing in the parish of Painswick by a junction with Tramway No. 8 at a point in New-street 33 yards to the north-east of the point of intersection of New-street and the private road leading to the stables of the Falcon Hotel, and passing thence into and along the Cheltenham-road, and terminating in that road in the parish of Brockworth by a junction with Tramway No. 10 at the intersection of Ermine-street and the Cheltenham-road near the Cross Hands Inn.

Tramway No. 10.—Commencing in the parish of Brockworth by a junction with Tramway No. 9 at its termination, and passing thence along the Cheltenham-road through Shurdington to and terminating by a junction with the Cheltenham and District Light Railway in the Leckhampton-road or Bath-road in the borough of Cheltenham at a point 13 yards to the north of the intersection of the Shurdington-road and Leckhampton-road.

In the following instances it is intended to lay the tramways so that for a distance of 20 feet or upwards a less distance than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramways on the side or sides of the roads hereinafter described, viz. :—

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
1	King-street	Both ..	From point of commencement of tramway to junction of King-street and Rowcroft
1	Rowcroft	Both ..	For entire length
1	Cainscross-road ..	North ..	From junction of Rowcroft with the Cainscross-road to a point 33 yards to the west of the intersection of the Cainscross-road and the Merrywalks
1	Cainscross-road ..	North ..	From a point 89 yards to the east of the intersection of the Cainscross-road and the lane leading thence to Lodgemore Mills to a point 23 yards to the east of such intersection
1	Cainscross-road ..	North ..	From a point 99 yards to the east of the intersection of the Cainscross-road and Paganhill-lane for a distance of 3 chains in a westerly direction
1	Cainscross-road ..	North ..	From the intersection of the Cainscross-road and Paganhill-lane to the intersection of the Cainscross-road and the Cainscross-lane
1	Cainscross-road ..	North ..	From a point opposite the south-east corner of the White Horse Inn, Cainscross, to the termination of the tramway
1	Cainscross-road ..	South ..	From the junction of Rowcroft with the Cainscross-road for entire length of tramway
2	Stonehouse-road ..	North ..	From commencement of tramway to intersection of Stonehouse-road and Eastington-road
2	Stonehouse-road ..	North ..	From a point 16.10 chains to the north-west of the intersection of the Stonehouse-road and the Eastington-road for a distance of 3 chains in a north-westerly direction
2	High-street, Stonehouse ..	North-east ..	From a point 3 chains to the south-west of the termination of the tramway to such termination
2	Stonehouse-road ..	South ..	From commencement of tramway to a point 3½ chains to the east of such commencement
2	Stonehouse-road ..	South ..	From a point 68 yards to the west of the intersection of Chapel-lane and the Cainscross-road, for a distance of 3 chains in a westerly direction
2	Stonehouse-road ..	South ..	From a point 31 chains to the east of the intersection of the Stonehouse-road and the road to Ryeford for a distance of 3 chains in a westerly direction

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
2	Stonehouse-road ..	South ..	From a point 13 yards to the east of the intersection of the Stonehouse-road and the road to Ryeford to a point 53 yards to the west of such intersection
2	Stonehouse-road and High-street, Stonehouse	South-west	From the intersection of the Stonehouse-road and the Eastington-road to the termination of the tramway
3	Bridge-street, Cainscross	East ..	For entire length of street
3	Dudbridge and Lightpill road	East ..	From the junction of Bridge-street and the Dudbridge and Lightpill road to the intersection of the said road with Dudbridge-lane
3	Dudbridge and Lightpill road	East ..	From a point 3 chains to the north-west of the north-west corner of the Fleece Inn at Lightpill for a distance of 3 chains in a south-easterly direction
3	Dudbridge and Lightpill road	West ..	From a point 165 yards to the south of the centre of the bridge over the Stroud Water Canal for a distance of 3 chains in a southerly direction
3	Dudbridge and Lightpill road	West ..	From the intersection of the Dudbridge and Lightpill road and Dudbridge-lane to the junction of the Dudbridge and Lightpill road with the Nailsworth-road
3	Nailsworth-road ..	East ..	From a point 30 yards to the north of the centre of the entrance gate to Friggs Mill to a point opposite the centre of the entrance gate to "The Achers"
3	Nailsworth-road ..	East ..	From a point 36 yards to the south of the centre of the entrance gate to "The Achers" for a distance of 3 chains in a south-easterly direction
3	Nailsworth-road ..	East ..	From a point opposite the centre of the southern entrance gate to Grigshot House to the intersection of the Nailsworth-road and the road leading thereout past Rodborough Manor to the Bear Inn, Rodborough
3	Nailsworth-road ..	West ..	From the junction of the Dudbridge and Lightpill road and the Nailsworth-road to a point opposite the centre of the entrance gate to Friggs Mill
3	Nailsworth-road ..	West ..	From a point 13 yards to the north-west of the centre of the entrance gate of "The Achers" to a point 13 yards to the south of the centre of the southern entrance gate of Grigshot House
3	Nailsworth-road ..	West ..	From a point 44 yards to the south of the intersection of the Nailsworth-road and the road to North Woodchester to the termination of the tramway
3A	Cainscross-road ..	South ..	From a point 22 yards to the west of the intersection of Bridge-street and Cainscross-road to the junction of Bridge-street and Cainscross-road
3A	Cainscross-road ..	North ..	From commencement of tramway for a distance of 25 yards in an easterly direction
3A	Bridge-street ..	Both ..	From the junction of Bridge-street and Cainscross-road to the termination of the tramway
3B	Dudbridge and Lightpill road	East ..	From commencement of tramway to junction of Dudbridge and Lightpill road and Selsley-road
3B	Selsley-road ..	Both ..	From junction of Dudbridge and Lightpill road and Selsley-road to termination of tramway
4	Nailsworth-road ..	East ..	From a point 13 yards to the south of the intersection of the Nailsworth-road with the road leading to Woodchester Railway Station for a distance of 3 chains in a southerly direction
4	Nailsworth-road	East ..	From a point 99 yards to the south of the centre of the bridge over the Midland Railway at Frogmarsh for a distance of 100 yards in a southerly direction
4	Nailsworth-road	East ..	From a point 139 yards to the south of the centre of the bridge over the stream at Frogmarsh for a distance of 3 chains in a southerly direction

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
4	Nailsworth-road ..	East ..	From a point 95 yards to the south of the centre of the entrance gates to Merretts Mills for a distance of 3 chains in a southerly direction
4	Nailsworth-road ..	East ..	From the intersection of the Nailsworth-road and Giddynap-lane for a distance of 132 yards in a southerly direction
4	Nailsworth-road ..	East ..	From a point 33 yards to the north of the north-east corner of the Nag's Head Inn for a distance of 3 chains in a southerly direction
4	Nailsworth-road ..	East ..	From a point 132 yards to the north of the north-east corner of the Whitecroft Fountain for a distance of 3 chains in a south-easterly direction
4	Nailsworth-road ..	East ..	From a point 11 yards to the north-west of the north-east corner of the Whitecroft Fountain to the termination of the tramway
4	Nailsworth-road ..	West ..	From the commencement of the tramway to the centre of the bridge over the stream at Frogmarsh
4	Nailsworth-road ..	West ..	From a point 44 yards to the south of the centre of the bridge over the stream at Frogmarsh to a point 32 yards to the south of the point of intersection of the Nailsworth-road and Giddynap-lane
4	Nailsworth-road ..	West ..	From the point of intersection of the Nailsworth-road and Monastery-hill to a point 3 yards to the south-east of the south-east corner of the Whitecroft Fountain
4	Nailsworth-road ..	West ..	From the point of intersection of the Nailsworth-road and the Station-road, Nailsworth, to the point of intersection of the Nailsworth-road and Spring-hill
5	George-street, Stroud	North-east..	From commencement of tramway to the junction of George-street and the London-road
5	London-road..	North-east..	From the junction of George-street and the London-road to termination of tramway
5	London-road..	South-west..	From the point of intersection of John-street and the London-road for a distance of 286 yards in a south-easterly direction
5	London-road..	South-west..	From a point 33 yards to the south-east of the point of intersection of the London-road and Field-road for a distance of 3 chains in a south-easterly direction
5	London-road..	South-west	From a point 12 yards to the south-east of the point of intersection of Bowbridge-lane and the London-road for a distance of 3 chains in a south-easterly direction
5	London-road..	South-west	From a point 83 yards to the south of the point where the boundary of the parishes of Stroud and Thrupp intersects the London-road for a distance of 3 chains in a southerly direction
5	London-road..	South-west	From a point 11 yards to the north-west of the point of intersection of Bagpath-lane and the London-road for a distance of 3 chains in a south-easterly direction
5	London-road..	South-west	From a point 22 yards to the south-east of the south corner of the Brimscombe Brewery for a distance of 3 chains in a south-easterly direction
5	London-road..	South-west	From a point 71 yards to the north-west of the termination of the tramway to such termination
5A	George-street	Both ..	From commencement of tramway to junction of George-street and King-street
5A	King-street ..	Both ..	From junction of George-street and King-street to termination of tramway
5B.	London-road..	Both ..	From commencement of tramway to junction of London-road and Russell-street
5B.	Russell-street	Both ..	From junction of London-road and Russell-street to junction of Russell-street and Rowcroft
5B.	Rowcroft ..	Both ..	From junction of Russell-street and Rowcroft to termination of tramway
	London-road..	North ..	For the entire length of the tramway

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
6	London-road ..	South ..	From the commencement of the tramway for a distance of 80 yards in an easterly direction
6	London-road ..	South ..	From a point 12 yards to the east of the point of intersection of the Toadsmoor-road and the London-road for a distance of 3 chains in an easterly direction
6	London-road ..	South ..	From a point 132 yards to the west from the south-east corner of the Queen's Head Inn, Chalford, for a distance of 3 chains in an easterly direction
6	London-road ..	South ..	From a point 6 yards to the east of the point of intersection of the London-road and the road leading to Chalford Lynch for a distance of 3 chains in an easterly direction
7	King-street ..	Both ..	From commencement in King-street to junction of King-street and Lansdown
7	Lansdown ..	North ..	From junction of King-street and Lansdown to a point 39 yards to the south-west of the point of intersection of Slad-road and Lansdown
7	Lansdown ..	South ..	From a point 132 yards to the south-west of the point of intersection of Slad-road and Lansdown for a distance of 3 chains in a north-easterly direction
7	Lansdown ..	East ..	From a point 45 yards south of the point of intersection of the Slad-road and Lansdown for a distance of 35 yards in a northerly direction
7	Slad-road ..	North ..	From a point 10 yards to the west of the point of intersection of the Slad-road and Lansdown for a distance of 16 yards in a westerly direction
7	Slad-road ..	North ..	From a point 15 yards to the east of the point of intersection of the Slad-road and Gloucester-street to the termination of the tramway
7	Slad-road ..	South ..	From a point 20 yards to the west of the point of intersection of the Slad-road and Lansdown to a point 5 yards to the east of the point of intersection of the Slad-road and Gloucester-street
7A	King-street ..	Both ..	Whole length of tramway
7B	King-street ..	Both ..	From commencement of tramway to junction of King-street and Gloucester-street
7B	Gloucester-street ..	West ..	From junction of King-street and Gloucester-street for 10 yards in a northerly direction
7B	Gloucester-street ..	West ..	From a point 62 yards to the south of the point of intersection of Gloucester-street and Slad-road to the termination of the tramway
7B	Gloucester-street ..	East ..	From a point 6 yards to the north of the point of intersection of King-street and Gloucester-street to a point 17 yards to the south of the point of intersection of Gloucester-street and the Slad-road
8	Painswick-road ..	East ..	From the commencement of the tramway to the point where the boundary of the parishes of Uplands and Stroud intersects the Painswick-road
8	Painswick-road ..	East ..	From a point 264 yards to the north of the point where the boundary of the parishes of Uplands and Stroud intersects the Painswick-road for a distance of 198 yards in a northerly direction
8	Painswick-road ..	East ..	From a point 22 yards to the north of the point where the boundary of the parishes of Stroud and Whiteshill intersects the Painswick-road for a distance of 3 chains in a northerly direction
8	Painswick-road ..	East ..	From a point 77 yards to the south of the intersection of the Gloucester-road and the Painswick-road for a distance of 3 chains in a northerly direction
8	Painswick-road ..	East ..	From a point 484 yards to the south-west of the point where the boundary of the parishes of Pitchcombe and Painswick intersects the Painswick-road for a distance of 3 chains in a north-easterly direction

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
8	Painswick-road	East	From a point 330 yards to the north-east of the point where the boundary of the parishes of Pitchcombe and Painswick intersects the Painswick-road for a distance of 3 chains in a north-easterly direction
8	Painswick-road	East	From a point 25 yards to the north-east of the intersection of Whitehall (Painswick) and the Painswick-road to the termination of the tramway
8	Painswick-road	West	From the commencement of the tramway for a distance of 35 yards in a north-westerly direction
8	Painswick-road	West	From a point 31 yards to the north of the intersection of the Stratford-road and Painswick-road for a distance of 3 chains in a northerly direction
8	Painswick-road	West	From a point 46 yards to the south of the point where the boundary of the parishes of Uplands and Stroud intersects the Painswick-road for a distance of 352 yards in a northerly direction
8	Painswick-road	West	From a point 438 yards to the north of the point where the boundary of the parishes of Uplands and Stroud intersects the Painswick-road to a point 51 yards to the north-east of the intersection of Whitehall (Painswick) and the Painswick-road
9	New-street, Painswick	East	From commencement of tramway to the junction of New-street and the Cheltenham-road
9	New-street, Painswick	West	From a point 67 yards to the north of the commencement of the tramway to the junction of New-street and the Cheltenham-road
9	Cheltenham-road	East	From the junction of New-street and the Cheltenham-road to a point 154 yards to the south of the centre of the entrance to the Adam and Eve Inn
9	Cheltenham-road	East	From a point 48 yards to the south of the centre of the entrance to the Adam and Eve Inn to the termination of the tramway
9	Cheltenham-road	West	From the junction of New-street and Cheltenham-road for a distance of 40 yards in a north-easterly direction
9	Cheltenham-road	West	From a point 836 yards to the north-east of the commencement of the tramway for a distance of 3 chains in a north-easterly direction
9	Cheltenham-road	West	From a point 208 yards south of the centre of the entrance to the Adam and Eve Inn to the termination of the tramway
10	Cheltenham-road	East	From a point 33 yards to the north-east of the intersection of Ermine-street and the Cheltenham-road to a point 594 yards to the north-east of the point where the boundary of the parishes of Brockworth and Badgeworth intersects the Cheltenham-road
10	Cheltenham-road	East	From a point 56 chains to the south-west of the intersection of the Cheltenham-road and the road leading to Shurdington Church for a distance of 3 chains in a north-easterly direction
10	Cheltenham-road	East	From a point 297 yards to the south-west of the intersection of the Cheltenham-road and the road leading to Shurdington Church for a distance of 3 chains in a north-easterly direction
10	Cheltenham-road	East	From a point 34 chains to the south-west of the point where the boundary of the parishes of Shurdington and Leckhampton intersects the Cheltenham-road for a distance of 3 chains in a north-easterly direction
10	Cheltenham-road	East	From a point 103 yards to the north-east of the point where the boundary of the parishes of Shurdington and Leckhampton intersects the Cheltenham-road for a distance of 3 chains in a north-easterly direction

Number of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Description of Narrow Places.
10	Cheltenham-road ..	East ..	From a point 220 yards to the south-west of the centre line of the railway bridge over the Banbury and Cheltenham Railway for a distance of 3 chains in a north-easterly direction
10	Cheltenham-road ..	East ..	From a point 220 yards to the south-west of the intersection of the Cheltenham-road and the Leckhampton-road for a distance of 3 chains in a north-easterly direction
10	Cheltenham-road ..	West ..	From the commencement of the tramway at the intersection of Ermine-street and the Cheltenham-road for the entire length of the tramway

All the proposed tramways will be constructed on a gauge of 3 feet 6 inches, and it is not intended to run on such tramways carriages or trucks adapted for use on railways.

3. To authorize the Company to enter upon and open the surface of and to alter and stop up, remove and otherwise interfere with streets, highways, public and private roadways, footpaths, places, pavements, railways, watercourses, bridges, sewers, drains, water pipes, gas pipes and electric, telegraph and telephonic tubes, posts, wires and apparatus within the said parishes, borough, urban districts and rural districts for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines, or double lines for single lines, interlacing lines for double or single lines, altering or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

4. To authorize the Company to make and maintain the following street works or some of them (that is to say):—

Work A.—An alteration of the levels of Rowcroft and the Cainscross-road, in the urban district and parish of Stroud, such alteration of levels commencing at a point in Rowcroft 2·10 chains measured in a south-westerly direction from the intersection of Russell-street and King-street, and terminating in the Cainscross-road at a point 3·10 chains from the commencement of such alteration measured in a south-westerly direction.

Work B.—A widening of the Nailsworth-road, in the parish of Rodborough, on the east side of the said road, commencing at a point 10·30 chains from the intersection of the Nailsworth-road and Kites Nest-lane, and extending in a southerly direction for a distance of 3 chains.

Work C.—A widening of the Nailsworth-road, in the parish of Woodchester, on the east side of the said road, commencing at a point 2·25 chains to the north of the intersection of the Nailsworth-road and Monastery-hill, and extending in a southerly direction for a distance of 3·80 chains.

Work D.—A widening of the London-road at Bowbridge, in the urban district and parish of Stroud, on the east side of the said road, commencing at the south-east corner of Bowbridge-lane at the junction of such lane with the London-road, and extending in a south-easterly direction or a distance of 1·85 chains.

Work E.—A widening of the London-road, at Chalford, in the parish of Chalford, on the south-east side of the said road, commencing at a point 0·85 chain to the south-west of the south-west corner of the Queen's Head Inn, and extending in a north-easterly direction for a distance of 3·5 chains.

5. 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.

6. To enable the Company for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement lands, houses, buildings and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables and other conveniences on any such land or property, and to sell, lease or dispose of any such lands, houses, buildings and property, and in particular to enable the Company to purchase or acquire by compulsion or agreement the following lands for the purposes of generating stations or other the purposes of the undertaking, namely:—

A piece of land in the urban district and parish of Stroud, containing 1·75 acres, or thereabouts, being part of a field numbered 152 on the $\frac{1}{2500}$ Ordnance Map (2nd edition, 1902) of the said parish, belonging or reputed to belong to Charles William Rushworth Ward, and in the occupation of Cornelius Williams, bounded by the London-road on the north-east, by the towing-path of the Thames and Severn Canal, and by dye-houses and premises (called Arundell Mill) in the occupation of Messrs. Gyde, Bishop and Co. on the south-west, by land of the Midland Railway Company on the north-west, and by land of John Tuppen Woolright on the south-east.

A piece of land in the urban district and parish of Stroud, containing 6·853 acres, numbered 104 on the $\frac{1}{2500}$ Ordnance Map (2nd edition, 1902) for the said parish, belonging or reputed to belong to Samuel Jefferies, and in his occupation, bounded by the Cainscross-road on the north, the Stroud Water Canal on the south, land belonging to John William Lane on the east, and land belonging to John Baxter on the west.

To enable the Company, upon the said lands or any part thereof, to erect, maintain, work and use a station or stations for generating, conveying, transmitting and distributing electricity, with all necessary and proper conveniences for such purposes, and to generate, convey, transmit and distribute such electricity accordingly.

7. The Bill will provide that the construction of so much of any tramway as is intended to be situate in any new street or road to be made, or street or road to be widened under the Bill, shall not be commenced until such new street or road or street or road widening shall have been constructed or be approaching completion.

8. To exempt the Company from the operation

of section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

9. To authorize 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.

10. To empower the Company to deviate, laterally and vertically, from the lines and levels of the intended tramways and street works shown on the deposited plans and sections to the extent to be shown on the said plans and sections or to be defined in the Bill, and for the purposes of and in connection with the intended street works to make junctions and communications with any existing streets which may be interfered with or intersected by or be contiguous to such works, and to make diversions, widenings or alterations of lines or levels of any existing streets for the purpose of connecting the same with such works, or of crossing under or over the same.

11. 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, cross overs, deviations, sidings, junctions, curves, turnouts, turntables and other works, in addition to those specified herein as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets or roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works or buildings of the Company.

12. To empower the Company 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, channels or electric lines.

13. To provide for the repair by the Company or other persons, bodies or authorities of any streets, roads, highways or thoroughfares in which any of the tramways may for the time being be laid, and to authorize the Company and such persons, bodies and authorities, and the owners of and other persons interested in lands adjoining or near to the tramways, to enter into and carry into effect agreements with reference to the matters aforesaid, and to the construction, maintenance and use of sidings, junctions, works and conveniences.

14. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

15. To empower the Company to work and use the proposed tramways, or any of them, by means of engines, carriages, trucks and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at and supplied from stations or otherwise, or steam, pneumatic, gas, oil or other mechanical power or partly by one such power and partly by another such 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 Bill, 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 footpath, street, road, place, railway or bridge, pier or quay, such posts, wires, tubes, mains, switch boxes, lamps, plates 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 generating station, engines, machinery or apparatus, and to empower the Company for the purpose of working the tramways and of the Bill to erect engines and machinery, and to acquire and hold and use patent and other rights and licenses in relation to such electrical or other mechanical power.

16. To reserve to the Company, their lessees and assigns 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 rail.

17. To provide and regulate the user by the Company for the purposes of the Bill of any paving, metalling or road materials excavated or removed by them during the construction of any of the proposed tramways or other works, and the ownership and disposal of any surplus paving, metalling or materials.

18. To make further provision with reference to the construction, maintenance, working and user of the tramways, and in particular in regard to the following matters:—Inspection of tramways before opening for public traffic; the keeping of tramways on level of surface of road; the submission of plans; the rails of which the tramways are to be made; the maintenance of the rails and of the roads in which they are laid; the access to sewers and drains; the construction of additional passing places at narrow places; the alteration of water, gas and electric mains; the subsidence of roads; the alteration of the position of manholes or entrances to sewers affected by the tramways; the lopping of trees overhanging roads or footways; the removal of snow; the making of bye-laws with reference to the speed to be observed; the acquisition of patent rights; the carriage of passengers, passengers' luggage, parcels, animals and goods; the service of cars; the fixing of lights on carriages, and of lamps on the posts and standards erected by the Company; the provision of waiting rooms; the materials to be used for the repairing of roads; the making good of injury to roads; the service of notices; the settlement of questions by arbitration or otherwise; and the imposition and recovery of penalties.

19. To empower the Company to strengthen or otherwise alter any bridge over which the intended tramways will be constructed.

20. To authorize agreements between the Company on the one hand, and the County Council of Gloucestershire, and the mayor, aldermen and citizens of the city of Gloucester, and mayor, aldermen and burgesses of the borough of Cheltenham, and any other Corporation, company or person on the other hand, or either of them, or their respective lessees, or the other persons working the tramways with respect to the use, maintenance, management, repair, working and leasing of tramways or tramroads belonging or in lease to them respectively, with respect to the placing or running of carriages on such tramways, the supply of rolling-stock, plant, machinery and electric energy, the conveyance and interchange of traffic thereon, and the payment,

collection, division and apportionment of tolls, rates and charges arising from such tramways and traffic; to empower the Company to supply electrical energy for the purpose of working any tramways or light railways belonging to any such authorities, companies or persons as aforesaid, and to lay or erect mains for such purpose, and to make rates and charges for such supply.

21. To alter the period prescribed by the Tramways Act, 1870, for the purchase of the proposed undertaking, and parts thereof, by the Local Authorities, and to alter the terms of such purchase, and to provide for the exercise by the Company of running powers over any tramways purchased, and in other respects to alter the provisions of section 43 of the Tramways Act, 1870, and to make provision in regard to the purchase of the said undertaking.

22. To authorize the Company or other the person or persons working the said intended tramways to levy tolls, rates and charges for the use thereof by carriages passing along the same, and the conveyance of passengers, passengers' luggage, parcels, goods, minerals, animals, merchandise and other traffic upon the same, and to confer exemptions from tolls, rates and charges.

23. To empower the Company to enter into and carry into effect agreements with the Gloucestershire Electric Power Company and any other company, body or person for the supply by the Gloucestershire Electric Power Company or such company, body or person of electrical energy for the purposes of the Bill, and for working and lighting the tramways.

24. To authorize the Company to provide, run and work omnibuses or carriages or motor-cars or cars worked on the trolley system without rails, or any of them, in connection with the intended tramways, and to supply electric energy therefor, and to erect poles for the working of cars on the trolley system, and to levy and take such tolls, rates, fares or charges for the use of such omnibuses, carriages, motor-cars or cars worked on the trolley system as aforesaid, or any of them, as they may think reasonable, or as shall be specified in the Bill, and to make and enforce bye-laws and regulations in reference thereto.

25. To empower the Board of Trade and the Company to make and enforce bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars, and traffic in and along the streets in which the tramways are laid, and to attach penalties to the breach or non-observance thereof or of the provisions of the Bill.

26. To make all necessary and proper provision in regard to the formation and management of the Company, and the capital, borrowing powers, directors and meetings thereof.

27. To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital to be raised under the Bill, or any funds of the Company from time to time, interest or dividends on any shares or stocks of the Company during the construction of the proposed tramways and other works, or any of them, and until the completion thereof respectively, or until such other time as may be prescribed by the Bill.]

28. To incorporate, with or without amendment, or to render inapplicable all or some of the provisions of the following public Acts:—The Companies Clauses Acts, 1845 to 1889; the Railways Clauses Consolidation Act, 1845;

the Lands Clauses Acts; the Locomotives Acts, 1861 and 1865; the Tramways Act, 1870; the Highways Locomotives Amendment Act, 1878; the Locomotives on Highways Act, 1896; the Locomotives Act, 1898; the Electric Lighting Acts, 1882 and 1888; the Arbitration Act, 1889; and all other Acts amending those Acts respectively, and also all other Acts which may be affected by or interfere with the objects of the Bill

29. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill and of such contracts, agreements or arrangements aforesaid, and to confer other rights and privileges and all such powers other than those hereinbefore mentioned on the Company as may be requisite or necessary for the purposes of the Bill.

30. And notice is hereby further given, that on or before the 29th day of November instant plans and sections of the intended works and plans of the lands to be taken, together with a book of reference to the 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 Gloucester, at his office in Gloucester, and a copy of so much of the said plans, sections and book of reference as relates to the borough of Cheltenham, will be deposited with the Town Clerk of such borough, at his office therein, and a copy of so much of the said plans, sections and book of reference as relates to each of the urban districts of Stroud and Nailsworth, will be deposited with the Clerk of the Urban District Council of each such district, at his office therein, and a copy of so much of the said plans, sections and book of reference as relates to each of the parishes of Cainscross, Stonehouse, Kingstanley, Rodborough, Minchinhampton, Woodchester, Thrupp, Chalford, Whiteshill, Painswick, Cranham, Upton St. Leonards, Brockworth, Badgeworth and Great Shurdington, will be deposited with the Clerk of the Parish Council of each such parish, or if there is no Clerk with the Chairman of the Parish Council of such parish, at his residence, and a copy of so much of the said plans, sections and book of reference as relates to the parish of Pitchcombe, will be deposited with the Clerk to the Rural District Council of Stroud, at his office at Stroud, and a copy of so much of the said plans, sections and book of reference as relates to the parish of Prinknash, will be deposited with the Clerk of the Rural District Council of Gloucester, at his office at Gloucester, and a copy of so much of the said plans and sections and book of reference as relates to the parish of Leckhampton, will be deposited with the Clerk of the Rural District Council of Cheltenham, at his office at Cheltenham, 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 intended Act or Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1902.

WINTERBOTHAM and SONS, }
Stroud; }
MINET, PERING, SMITH and } Solicitors.
Co., 7, St. Helen's-place, }
London, E.C.;

LEWIN, GREGORY and ANDERSON, 6, The Sanctuary, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1903.

PORT OF LONDON.

(Establishment and Incorporation of Commission for regulation and control of the Port of London; Definition of Limits of Port; Vesting certain property, powers, &c., of Conservators of River Thames in Commission; Power to Board of Trade to reconstitute Conservators of River Thames; Undertakings of Dock Companies to be acquired and managed by and vested in Commission; Definition of Dock Undertakings; Constitution of Commission as Pilotage Authority for London District and as to Lighting and Buoying Authority for Port of London; Transfer to Commission of Powers, &c., of Trinity House; Licensing of Pilots, &c.; Transfer to Commission of Powers, &c., of Watermen's Company; Compensation to Officers, &c., of Watermen's Company; Licensing of Barges and Lighters; Constitution of Commission and consequent provisions; Transfer to Commission of Powers of Dock Companies to levy Tolls, Rates and Duties; Power to Commission to levy other Tolls, Rates and Duties; Power to Commission to complete Works of Dock Companies; Fixing Date of Vesting; Transfer of Dock Undertakings to Commission; Purchase or Redemption of Debenture Stock Mortgage or other debts of Dock Companies and consequent provisions; Appointment of Arbitrators to determine amount of Purchase Money or other Consideration, &c.; Power to create and issue Port Stock; Establishment of Port Fund; Guarantee by Corporation of City of London and London County Council of Interest on Port Stock; Audit of Accounts; Provision for Maintenance of Docks; Dissolution of Dock Companies; Inspection of Works and Examination of Books, &c., of Dock Companies; Power to sell, lease or otherwise dispose of Warehouses, &c.; Corporation and London County Council to contribute towards cost of dredging and improving River; By-laws; Power to Board of Trade to alter Limits of Port or Representation on Commission by Provisional Order; Amendment of Acts, &c.)

NOTICE is hereby given, that it is intended to introduce a Bill into Parliament in the next Session for an Act (in this Notice called "the intended Act") for all or some of the following purposes (that is to say):—

To establish and incorporate a Commission as the Port Authority of the Port of London (in this Notice called "the Commission") and to vest in the Commission all necessary powers for the control, management, improvement and preservation of the Port of London.

To define and prescribe the limits of the Port of London, to which the intended Act shall apply, as so much of the River Thames as extends from Teddington Lock to a line drawn from Havengore Creek in the county of Essex to Warden Point in the Isle of Sheppey in Kent, and as including the whole of any area which for the time being is under any Act to be deemed to form part of the Port of London, or such other limits as may be defined and prescribed by the intended Act.

To transfer to and vest in the Commission all the powers, duties, rights, privileges and authorities, including all powers having reference to the levying of tonnage rates on shipping now vested in or exercised by the Conservators of the River Thames (herein

called "the Conservators") in or over the Thames below Teddington Lock.

To transfer to the Commission the Lower Navigation Fund, and all other property of the Conservators connected with the powers, duties, rights, privileges and authorities, transferred to them from the Conservators, and to transfer to the Commission all liabilities in respect of the A Debenture Stock issued by the Conservators and all other liabilities of the Conservators with reference to the Thames below Teddington Lock.

To authorize the Board of Trade by Provisional Order to reconstitute the Conservators, and to repeal, alter, vary or amend, so much of the Thames Conservancy Act, 1894, or to make such other provisions as may be necessary or expedient for carrying into effect the objects and purposes of the intended Act.

To authorize and empower the Commission to acquire, manage and carry on, and to provide for the vesting in the Commission of the Undertakings of the following Dock Companies, in this Notice called "the Dock Companies" (that is to say):—

- (1) The London and India Docks Company;
- (2) The Surrey Commercial Dock Company;
- (3) The Millwall Dock Company.

To define the undertakings of the Dock Companies (hereinafter referred to as the "Dock undertakings") as including all docks and works connected with the Dock undertakings, and all other property real and personal, and all estates, interests, easements and rights, whether equitable or legal, including things in action, registers, books, accounts, deeds and documents, and any property belonging to or held in trust for the Dock Companies, and all powers, rights, jurisdictions, capacities, privileges and immunities, duties, responsibilities, obligations, liabilities and debts possessed by, attaching to, vested in, or belonging to the Dock Companies or such part or parts thereof as may be defined by the intended Act.

To constitute the Commission the pilotage authority for the London district as defined by the Merchant Shipping Act, 1894 (hereinafter called "the London District").

To constitute the Commission the authority for lighting and buoying the Port of London.

To transfer to and vest in the Commission such of the powers and duties of the Corporation of Trinity House of Deptford Strond (hereinafter called the "Trinity House") as respects lighting and buoying in the Port of London, as defined by the intended Act and as respects pilotage in the London district.

To transfer to the Commission all property and liabilities held and incurred by the Trinity House in connection with their rights, powers, and duties within the Port of London and as pilotage authority in the London District.

To make provision for the payment of a contribution to the Commission out of the General Lighthouse Fund towards expenditure by the Commission on the lighting and buoying of the Port of London.

To transfer to and vest in the Commission all property, funds, powers, rights, duties, and privileges of the Master Wardens and Commonalty of Watermen and Lightermen of the River Thames (known as the Watermen's Company) and of the Court of Master Wardens and Assistants of the Watermen's Company, whether having reference to the registration and licensing of craft and boats, the licensing of lightermen and watermen, and the government, regulation and control of lightermen and watermen, or otherwise.

To provide for compensation to the Watermen's Company and their inspectors, or other officials, for any loss or diminution of income that may be occasioned by the operation of the intended Act.

To provide that no barges or lighters shall be used in the Port of London, or ply in the river or in any of the docks unless licensed by the Commission, and to provide that all lighters shall bear a conspicuous registration number.

To authorize the employment of unlicensed persons to navigate barges and lighters within the Port of London.

To authorize the imposition of registration fees on all barges and lighters plying within the Port of London.

To extend the area within which any such powers, rights, duties, and privileges of the Conservators or Watermen's Company may be exercised and performed so as to include the whole of the Port of London.

To define the constitution of the Commission, and to provide for the representation thereon of members nominated or elected by certain County Councils, the Corporation of the City of London, the Admiralty, the Board of Trade, the Trinity House, the London Chamber of Commerce, the Governor and Directors of the Bank of England, shipowners, wharfingers and owners of private warehouses, owners of lighters, barges and river craft, including river passenger steamers and Railway Companies or such other bodies and persons as may be named in the intended Act.

To make provisions for the election, appointment, retirement, and rotation of the members of the Commission, and to regulate the proceedings of the Commission.

To provide for the appointment by the Commission of Committees for the transaction of various departments of its business.

To provide for the appointment of a Dock Committee for the management of the docks and works or works of dock improvement.

To provide for the payment of salaries to the chairman and vice-chairmen and other members of the Commission.

To transfer to and vest in the Commission the powers which the Dock Companies or any of them now have and may exercise with reference to the levying and collecting of tolls, dues, rates or charges upon ships, vessels, goods, wares and merchandise, and to make provision for the application of the money arising from such tolls, rates, dues and charges, and to alter, vary or extinguish any of such tolls, rates, dues and charges.

To enable the Commission to levy such tonnage dues on vessels in the Surrey Commercial Docks and in the Millwall Docks as the London and India Docks Company may now levy on vessels in the London and India Docks.

To enable the Commission to levy tonnage dues upon all vessels, and to demand and receive rates and dues upon all goods, articles and merchandise entering the Port of London.

To empower the Commission to levy and collect other tolls, rates, dues and charges for all or any of the purposes of the intended Act, and to confer exemptions from such tolls, rates, dues and charges, and to confer, vary or extinguish other rights and privileges.

To repeal, alter, extinguish or vary the tolls, rates, dues and charges or some of them now levied or leviable by the Dock Companies or any of them.

To authorize the Commission to construct and to complete any works authorized or which may be lawfully constructed by the Dock Companies

in connection with their respective undertakings, and generally to exercise and carry into effect the various powers contained in the several Acts relating to the Dock Companies.

To fix a date or dates (herein called "the appointed day") as from which the undertakings of the Dock Companies, and the powers and duties to be transferred to the Commission shall become vested in or transferred to the Commission.

To provide for the transfer to and vesting in the Commission on the appointed day of the dock undertakings (either subject to or discharged from any debenture, mortgage, charge or other debt or liability) and to provide for the payment by the Commission to the Dock Companies in respect of the acquisition of the dock undertakings of such sums or other consideration as may be agreed or as in default of agreement shall be determined by arbitration in manner provided by the intended Act, and to empower the Dock Companies to enter into and carry into effect agreements with the Commission for the acquisition by the Commission of their undertakings, and as to the sums to be paid or the consideration to be given for their undertakings, and the terms and conditions of such acquisition, and for all matters incidental thereto or consequent thereon.

To enable or require the Commission by agreement or compulsion in such manner as may be provided in the intended Act, to redeem or purchase and to extinguish any debentures, debenture stock, mortgage or other debts of the Dock Companies (whether redeemable or irredeemable), all which debentures, debenture stock, mortgages and other debts are hereinafter included in the expression "mortgage securities," and to make such provisions as may be expedient or desirable to enable the Commission and the holders of any or any class of mortgage securities to enter into and carry into effect agreements for or in respect of the redemption, purchase or extinction of the mortgage securities held by them or all mortgage securities of that class, and for any of the purposes aforesaid to enable a majority of the holders of any class of mortgage securities ascertained in manner provided in the intended Act, to bind all holders of mortgage securities of that class either as to the price or other consideration to be paid, and the submission to arbitration of any question or otherwise; and to prescribe any other matters necessary or incidental to the redemption, purchase or extinction of any mortgage securities.

To authorize the Dock Companies or such persons acting on their behalf as may be specified subject to such formalities (if any) as may be prescribed by the intended Act to execute any agreement, deed or other document which may be requisite or desirable to evidence or carry out any agreement, Act, deed, matter or thing authorized by or necessary for giving effect to the purposes of the intended Act, or for giving a valid discharge to the Commission for any payment or other consideration made to the Dock Companies, or to assent to any submission to arbitration.

To nominate or provide for the appointment of an arbitrator or arbitrators to settle and determine the amount of the purchase-money; or consideration for the acquisition by the Commission of the dock undertakings, and the terms and conditions of such acquisition, and for the redemption or purchase and the extinction of any or any class of mortgage securities, and to determine any questions which may arise

between the Commission and any of the Dock Companies, or the holders of any or any class of mortgage securities, or in carrying out the provisions of the intended Act, and to prevent any allowance in respect of any compulsory sale under the intended Act, or the consideration of any enhancement or depreciation of the market value of any shares or stock of any of the Dock Companies, or of any mortgage securities which in the opinion of the arbitrators is due to the passing or anticipation of the passing of the intended Act, or the consideration or taking into account of any other matter which may be specified in the intended Act; to authorize allowance to be made in respect of any costs of re-investment of the sums or consideration to which a shareholder or stockholder of any of the Dock Companies or the holder of any mortgage securities may become entitled, or in respect of any other costs which any shareholder, stockholder or holder of mortgage securities may incur in consequence of the intended Act; to confer on the arbitrator or arbitrators such powers as may be necessary or desirable to enable them to deal with and settle all questions arising under the intended Act and thereby referred to their arbitration; and to provide that the awards, orders and other determinations of the arbitrator or arbitrators shall be binding and conclusive and shall not be removed, set aside, reviewed or questioned to or by any Court, and to provide for the payment of the costs of the arbitration and the procedure before the arbitrator or arbitrators, and all other matters which may be necessary or expedient to enable the arbitrator or arbitrators to effect a final and equitable settlement of the matters referred to his or their arbitration.

To provide for the discharge by the Dock Companies of such of their debts, liabilities and obligations as may not be transferred to the Commission; to continue the existing security or provide substituted security for mortgage securities of the Dock Companies transferred to the Commission, and to make such other provision with respect to any of the matters aforesaid, and the payment, discharge, extinction or continuance of any debt, liability or obligation of any of the Dock Companies as may be specified in the intended Act.

To enable or require the Dock Companies or any person or class of persons entitled to any payment by the Commission (including trustees or persons under disability) to accept in lieu of the whole or any part of any cash or money payment, stock (in this Notice referred to as "Port Stock"), or other stock or securities to be created under the intended Act, to such an amount and upon such terms and subject to such conditions as may be prescribed in the intended Act.

To enable the Commission to create and issue Port Stock and to borrow and reborrow money on mortgage or in such other manner and for such purposes as the intended Act may define; to fix the mode and period of repayment of moneys so borrowed, and to provide for the repayment and extinction of any mortgage security transferred to the Commission, and provide for the creation of one or more sinking or redemption funds.

To provide for the establishment of a fund to be called the Port Fund, and that all receipts of the Commission shall be carried to that fund and all payments by the Commission shall be made out of that fund.

To provide that Port Stock shall be included

in the securities in which a trustee may invest under the powers of the Trustee Act, 1893.

To provide for the audit of the accounts of the Commission.

To authorize or require the London County Council and the corporation of the city of London, either jointly or severally or jointly and severally to guarantee the payment of interest on such an amount of Port Stock as may be created and issued by the Commission.

To provide for the application, apportionment, and distribution of any moneys or other consideration received by the Dock Companies from the Commission: for the settlement of any questions and disputes which may arise in the course of such application, apportionment, and distribution; for the winding up and dissolution of the Dock Companies; for the repeal, alteration, or application to the Commission of all or some of the provisions of any statute, order, or charter relating to any of the Dock Companies.

To provide for the due maintenance and carrying on of the dock undertakings until and after the appointed day.

To provide for the dissolution of the Dock Companies and the winding up of their affairs.

To enable the Commission or any officers or other person appointed by them to enter upon and inspect the lands, works, and property of the Dock Companies; to examine the books, accounts, and documents of the Dock Companies, and to take extracts therefrom and make copies thereof; to provide for the conduct and carrying on by the Dock Companies of their undertakings and business up to the appointed day or for such period after the appointed day as may be necessary or desirable, and for the limitation or regulation of the conduct of the business of the Dock Companies during the period aforesaid.

To make provision for the transfer to the Commission of the officers and servants of the Dock Companies, and certain officers and servants of the Trinity House, the Conservators, or the Watermen's Company, and for compensation to any such officers and servants, or to other persons who may suffer pecuniary loss in consequence of the passing of the intended Act.

To determine to what extent and under what conditions any pilots licensed by the Trinity House before the appointed day are to continue to act under the Commission.

To provide for the transfer of books, deeds, and documents, the payment of debts, the continuance of actions, the adoption or otherwise of contracts and agreements of the Dock Companies and other general and incidental matters.

To enable or require the Commission within a period to be prescribed by the intended Act to sell, lease, or otherwise dispose of any warehouses or other buildings, or any lands connected with the dock undertakings, or any of them.

To authorize or require the London County Council and the Corporation of the City of London or either of them, to provide and raise such a sum as may be necessary to meet the expenses incurred by the Commission in dredging or otherwise deepening and improving the channels and waterways of the River Thames within the Port of London.

To enable the Commission to make and enforce bye-laws, rules, regulations, and scales of charges, dues, and tolls in relation to all or any of the purposes of the intended Act, and to

impose penalties for the breach thereof; to provide for the continuance of bye-laws, rules, regulations, and scales of charges, dues, and tolls in force at the appointed day until repealed or altered, and to vary and extinguish all powers, rights, authorities, and privileges inconsistent with or which would interfere with the carrying into effect of any of the objects and purposes of the intended Act, or of the purposes for which the Commission is constituted.

To authorize the Board of Trade to revise or alter by Provisional Order, the limits of the Port of London as defined by the intended Act, and to alter or amend the representation of authorities or interests on the Commission, and the number of members of the Commission, and to repeal, alter, or amend by Provisional Order any local Act relating to the Port of London, or the Dock Companies or other authorities represented on the Commission.

To confer on the Commission all such powers as may be deemed necessary or expedient for the performance of their duties and for carrying into effect the objects of the intended Act.

To make provision for any matters which may be ancillary to or consequential on all or any of the purposes of the intended Act.

To repeal, alter, vary, amend or enlarge, so far as may be necessary for the purposes of the intended Act, the provisions of the Charter of Trinity House of the first year of the reign of King James II, and all or some of the provisions of the following Acts, viz.: The Thames Conservancy Act, 1894; the London and India Docks Amalgamation Act, 1900; the Surrey Commercial Dock Act, 1864; the Millwall Canal Wharfs and Graving Docks Act, 1864; and the Millwall Dock Act, 1870; and any other Act or Acts relating to the Dock Companies; the Watermen's and Lightermen's Amendment Act, 1859; the Thames Watermen's and Lightermen's Act, 1893; and any other Act or Acts relating to or affecting the Watermen's Company; the Maidstone Bridge Act, 1877; the Medway Conservancy Act, 1881; or any other Act or Acts or Orders relating to or affecting the River Medway or the Conservancy or navigation thereof; the Regent's Canal (Limehouse Basin) Act, 1865; the Southend Local Board Act, 1887; the Corporation of London (Tower Bridge) Act, 1885; the Metropolitan Boards of Works (Various Powers) Act, 1885; and any other Act or Acts, or Orders, relating to or affecting the River Thames, or the Conservators or the navigation thereof.

Dated this 18th day of November, 1902.

By order of the Board of Trade,
HENRY LOVETT CAMERON, 7, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1903.

WEST SUSSEX WATER.

(Incorporation of Company; Construction of Waterworks; Limits of Supply; Compulsory Purchase of Land; Water Rights; Easements; Provisions as to Supply and Fittings; Power to Levy Rates, Rents and Charges; Supply in Bulk; Constant Supply; Agreements with Local Authorities, Public Bodies and others; Incorporation 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 purposes (that is to say):—

To incorporate a Company (hereinafter referred

to as "the Company"), and to confer upon the Company all powers now usually enjoyed by a Water Company.

To authorize the Company to construct waterworks and to supply water for all purposes within the parishes of Pulborough, Fittleworth, Amberley, Storrington, Coates, Hardham, Great-ham, Stopham, Wiggonholt, Parham, Rackham, North Stoke, Burpham, Duncton, Burton, Egdean, Bury, Coldwaltham, Sutton, Bignor, Barlavington, Kirdford, Wisborough Green and Billingshurst, all in the county of Sussex.

To authorize the Company to make, wholly in the county of Sussex all or some of the works hereinafter described (that is to say):—

Work No. 1.—A well and pumping station (Well No. 1), to be situate in the north-east corner of a field, in the parish of Sutton, numbered 213 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 2.—A well and pumping station (Well No. 2), to be situate in the south-west corner of a field, in the parish of Sutton, numbered 64 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 3.—A well and pumping station (Well No. 3), to be situate at the northern end of a piece of common land, in the parish of Sutton, numbered 62 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 4.—A well and pumping station (Well No. 4), to be situate in a field, in the parish of Fittleworth, numbered 194 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 5.—A well and pumping station (Well No. 5), to be situate in the south-west corner of a field, in the parish of Fittleworth, numbered 176 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 6.—A service reservoir, to be situate on the north-east side of Hesworth Common, in the parish of Fittleworth, adjoining the road leading from Lower Fittleworth to Petworth, and opposite Fittleworth plantation, and numbered 233 on the Ordnance Map (scale $\frac{1}{2500}$) of that parish (published 1897).

Work No. 7.—A service reservoir, to be situate in a field, in the parish of Fittleworth, numbered 98 on the Ordnance Map (scale $\frac{1}{2500}$) of the said parish (published 1897).

Work No. 8.—A service reservoir, to be situate in a field, in the parish of Fittleworth, numbered 35 on the Ordnance Map (scale $\frac{1}{2500}$) of the said parish (published 1897).

Work No. 9.—A conduit or line of pipes, in the parish of Fittleworth, commencing at the well (Work No. 5), and passing along the public footpath which leads from the said field through field No. 209 to the public road and there terminating.

To authorize the Company to deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned to such extent as may be shown on the said plans and sections, or be prescribed by the intended Act.

To enable the Company to make and maintain all such cuts, channels, conduits, aqueducts, culverts, tunnels, drifts, wells, shafts, pilot shafts, bores, drains, sluices, overflows, waste-water channels, weirs, stand pipes, filter beds, water towers, tanks, reservoirs, banks, walls, tramways approaches, engines, machinery, buildings, works, electric apparatus and appliances as may be necessary or convenient in connection with the

before-mentioned works, or any of them, or for the obtaining, raising, taking and distributing of water.

To enable the Company to collect, impound, take, use, divert and appropriate in and for the purposes of the intended works, and of their undertaking, all such springs, streams and waters as will or may be intercepted or taken by the intended works, or as may be found in or under any of the lands for the time being belonging to the Company, or over or in respect of which they may acquire easements.

To enable the Company to purchase and take, by compulsion or agreement, and to take leases of and to hold lands, buildings, waters, wells, springs, streams, easements and rights of water, and other rights, easements and hereditaments in or near the before-mentioned parishes, townships and places for the purposes of the intended works, including the protection of the water supply and of the intended Act, and to vary or extinguish all rights over any such lands and properties, and to sell or dispose of lands and buildings.

It is proposed to take compulsorily for the purposes of the Bill certain common or commonable lands, namely, certain common land at Sutton End, in the parish of Sutton aforesaid, the area of which is 2 acres 3 roods, or thereabouts, and of which it is proposed to take 1 acre, and certain common land known as Hesworth Common, in the parish of Pittleworth aforesaid, the area of which is 100 acres, or thereabouts, and of which it is proposed to take 2 acres.

To enable the Company to lay down, maintain, alter, repair, take up and renew mains, pipes, culverts and other works for the distribution and supply of water, and to open, break up, cross, divert, alter or stop up, whether temporarily or permanently, all such roads, highways, streets (whether dedicated to public use or not), pipes, sewers, canals, navigations, rivers, springs, streams, bridges, railways and tramways as may be necessary or convenient to pass along, cross, divert, alter or stop up for the purposes of the Company for or in connection with the supply of water or of the intended Act.

To provide that the water need not be supplied at a level above that at which water can be supplied by gravitation from the works or some of them to be authorized by the intended Act.

To make provision for or with respect to waste, misuse and undue consumption or contamination of the water to be supplied by the Company, and as to the fittings to be used for the purposes of such supply, and for the protection of the works, fittings, property and water supply of the Company, and for defining and regulating such supply, and for preventing frauds and abuses in the use of the water, and to empower the Company from time to time to make, vary and rescind bye-laws, rules or regulations, or any of the provisions of the intended Act, and to empower the Company and their officers to enter any premises for the time being supplied with water by the Company, or in which any pipes or fittings for such supply are situate, and to repair, replace or remove any such pipes or fittings, and to empower the Company to make, supply and let on hire water-meters and fittings.

To define the capital and borrowing powers of the Company.

To empower the Company to make, demand, take and recover rates, rents and charges in respect of the supply of water, water meters and fittings, and to grant exemptions therefrom, and to require that certain classes of property shall be supplied only by meter.

To empower the Company to enter into and carry into effect contracts for the supply of water in bulk or otherwise with any Urban or Rural District Council or highway authority, or surveyor of highways, and any railway company and any other companies, bodies or persons, whether within or beyond the limits of supply, and to vary or rescind any such contracts, and the intended Act will confer all necessary powers in that behalf upon all such authorities, bodies and persons, and will enable them to raise or apply for the purposes of any such contract the necessary funds and rates.

To authorize and empower the Company on the one hand, and any other bodies or persons named or specified in the intended Act on the other hand, to make, enter into and execute contracts, agreements and other arrangements in relation to any of the subject matters of the intended Act, and to sanction, confirm and provide for the carrying out and execution of all or any contracts or agreements which have been or may hereafter at any time prior to the passing of the intended Act be entered into by or on behalf of the Company and any other person or bodies.

The intended Act will or may incorporate, with or without modification, all or some of the provisions of the Companies Clauses Acts, 1845, 1863 and 1869; the Lands Clauses Acts and Waterworks Clauses Acts, 1847 and 1863; and such parts of the Railways Clauses Consolidation Act, 1845, as relates to roads and the temporary occupation of lands, and to confer on the 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.

Duplicate plans and sections showing the lines, situation and levels of the proposed works, and the lands and other property which may be taken under the powers of the intended Act, together with a book of reference to such plans containing the names of the owners, lessees and occupiers of such lands 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 Sussex, at his office at Lewes, 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 rural district or parish in or through which the said works, or any part thereof, are or is intended to be made, or in which any lands intended to be taken as aforesaid are situate, together with a copy of this Notice, as published in the London Gazette, will be deposited as to each parish with the Clerk to the Council of the rural district in which such parish is situate, or where a Parish Council has been constituted for or including any such parish, with the Clerk to such Parish Council, or 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.

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 15th day of November, 1902.

W. M. TAPP, LL.D., 27, South Molton-street, London, Solicitor for the Bill.

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

In Parliament.—Session 1903.

METROPOLITAN DISTRICT RAILWAY.

(Various Powers.)

(Construction of Railway in County of Middlesex; Deviation of Railway authorized by Metropolitan District Railway Act, 1897, in Kensington; Construction of Railways in City and County of London; Construction of Station and Sidings under Trinity Square by Metropolitan District, Metropolitan, and London, Tilbury, and Southend Railway Companies; Breaking up of Streets, &c.; Powers of Deviation; Underpinning; Laying of Cables, &c., in Kensington and Chelsea; Abandonment of Portion of Railway authorized by Metropolitan District Railway Act, 1897, and of Mains, Cables, and Wires authorized by Metropolitan District Railway Acts, 1900 and 1902; Deviation of Portion of London and South-Western Railway; Laying of Cables and Mains along Portion of that Railway; Compulsory Purchase of Lands; Additional Lands in Counties of Middlesex and London and City of London; Acquisition of Common Lands; Construction of Generating Station in Harrow-on-the-Hill; Acquisition of Parts only of Property, Buildings, Subsoil, &c.; Powers of Sale and Lease of Lands of the Company; Alteration of Tolls, Rates, and Charges; Amendment and Repeal of Acts in relation thereto; Transfer of Power to Construct Railway No. 2 to Great Northern Piccadilly and Brompton Railway Company; Joint Construction and Ownership of Railways Nos. 3 and 4 with Metropolitan Railway Company or London Tilbury and Southend Railway Company; Agreements with and Transfer of Undertaking of Hounslow and Metropolitan Railway Company to the Company, and Financial Arrangements; Working of Ealing and South Harrow, Acton Junction, and Hounslow and Metropolitan Railways by Electricity; Agreements with Great Northern Piccadilly and Brompton Railway Company, Metropolitan Railway Company, London Tilbury and Southend Railway Company, Hounslow and Metropolitan Railway Company, Underground Electric Railways Company of London Limited, London United Tramways (1901) Limited, Whitechapel and Bow Railway Company; Alteration or Repeal of Agreements with all or some of those Companies; Supply of Electric Current from Metropolitan District Railway Company's Generating Station to other Companies; Amending Section 36 of Metropolitan and District Railways Companies (City Lines and Extensions) Act, 1879, and Agreements with Crown, Office of Woods, and Metropolitan Railway Company; Power to London Tilbury and Southend Railway Company to purchase holding of Company in Whitechapel and Bow Railway Company; Power to Company to Dispose of Rolling Stock; Re-arrangement, Consolidation, and Conversion of Rent Charge Stocks of Company, and Consequential Powers; Application of Company's Existing Capital, and Power to them to raise New Capital; Payment of Interest out of Capital during Construction; Alteration or Repeal of Thames Embankment Act, 1862, and the Thames Embankment (North and South) Act, 1868; Incorporation, Amendment, and Repeal of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 by the Metropolitan District Railway Company (hereinafter called

"the Company") for an Act (hereinafter called "the intended Act") for the following or some of the following among other purposes (that is to say):—

To authorize the Company to make and maintain the railways and works hereinafter described, or some part or parts thereof, with all proper sidings, stations, platforms, shafts, lifts, stairs, tunnels, subways, roads, approaches, junctions, signals, wires, cables, transformer stations, and plant, apparatus, depôts, machinery, works and conveniences connected therewith or incidental thereto (that is to say):—

Railway No. 1.—Commencing in the parish and urban district of Acton, in the county of Middlesex, by a junction with the Company's Ealing Extension Railway at a point 2 chains or thereabouts measured along that railway in an easterly direction from the eastern ends of the platforms on the Company's Chiswick Park and Acton Green Station and terminating in the parish and metropolitan borough of Hammersmith, in the county of London, by a junction with the Company's existing railway at a point 3 chains or thereabouts measured in an easterly direction from the eastern abutment of the bridge carrying the said existing railway over Galena-road.

The said Railway No. 1 will be situated in the parish and urban district of Acton, and the parish and urban district of Chiswick, in the county of Middlesex, and in the parish and metropolitan borough of Hammersmith, in the county of London.

Railway No. 2.—(Being a deviation of a portion of the railway authorized by the Metropolitan District Railway Act, 1897, hereinafter referred to as "the Act of 1897") wholly in the parish of St. Mary Abbots, Kensington, in the metropolitan borough of Kensington, in the county of London, commencing by a junction with the said authorized railway at a point underneath the rails of the Company's existing railway 1·5 chains or thereabouts, measured in a westerly direction from the western end of the platforms of the Company's Gloucester-road Station, and terminating under the Company's existing railway under the western end of the platforms of the Company's Earl's Court Station.

Railway No. 3.—Commencing in the parish of Allhallows, Barking, in the city of London, by a junction with the inner or northernmost line of the City Lines and Extensions Railway of the Company and the Metropolitan Railway Company at a point at or near the western end of the platforms at Mark-lane Station on such City Lines and Extensions Railway, and terminating in the parish of St. Botolph Without, Aldgate, in the city of London, by a junction with the said inner or northernmost line of the said City Lines and Extensions Railway at a point one chain or thereabouts measured in a north-easterly direction from the north-eastern end of the platform of the Tower Station (now disused) on the said City Lines and Extensions Railway.

Railway No. 4.—Commencing in the parish of Allhallows, Barking, in the city of London, by a junction with the outer or southernmost line of the said City Lines and Extensions Railway at a point at or near the western end of the platforms at Mark-lane Station aforesaid and terminating in the parish of St. Botolph Without, Aldgate, in the city of London, by a junction with the said outer or southernmost line of the said City Lines and Extensions Railway at a point one chain or thereabouts measured in a

north-easterly direction from the north-eastern end of the platform of the Tower Station (now disused) on the said City Lines and Extensions Railway.

To empower the Company either alone or in conjunction with the Metropolitan Railway Company or the London, Tilbury, and Southend Railway Company (hereinafter referred to as "the Tilbury Company") or either of them, to construct a station and sidings situate along and on both sides of the said City Lines and Extensions Railway between the points hereinbefore described as the commencement and termination of the intended Railways Nos. 3 and 4.

The said Railways Nos. 3 and 4, and the intended station and sidings, will be situated in the parishes of Allhallows Barking and St. Botolph Without Aldgate, in the city of London, and in the county of London, and in the parishes of St. Botolph Without Aldgate, and St. Mary Whitechapel, the Liberty of the Tower, the Precinct of Old Tower, and district of the Tower, in the metropolitan borough of Stepney, in the county of London, or some of them.

To authorize the Company to cross, stop up, close for traffic, alter, remove, divert and interfere with, temporarily or permanently, any roads, streets, alleys, courts, squares, highways, foot-paths or places, railways, bridges, gas and water mains, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic or other tubes, wires, electric lighting and other apparatus or other works, conveniences and appliances within or adjoining the aforesaid counties, cities, metropolitan boroughs, urban districts, parishes and other places or any of them, and to appropriate without payment, and use for the purposes of the intended railways and works the subsoil and under-surface of any lands, streets, roads, squares, highways and places under, along or across which any of the proposed railways and works are intended to be made.

To authorize the Company to deviate from the lines or situations of any of the said railways and works within the limits of lateral deviation shown on the plans to be deposited as herein-after 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 to be deposited as herein-after mentioned to such an extent as may be authorized 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 authorize 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 incorporate with and extend and make applicable, with or without modification or alteration, to the intended railways and works all or some of the provisions of the Metropolitan District Railway Acts, 1864 to 1902, and of the Metropolitan and District Railways (City Lines and Extensions) Acts, 1879, 1881, and 1882.

To empower the Company to make, lay down and maintain mains, cables or wires or lines of cable or wires, together with any necessary pipes, conduits, tubes or coverings, manholes, inspection chambers and other conveniences and appliances connected therewith for the purpose of conveying electrical energy from the Com-

pany's generating station at Lots-road, Chelsea, to the railway of the Company near the Company's Earl's Court Station beneath, along or across the following streets and lands:—

Lots-road, from the westernmost point of the site of the Company's said generating station, opposite the Balloon Tavern, Lots-road, and thence beneath and along Lots-road and Uverdale-road, crossing under and along King's-road to and passing through and beneath certain lands known as the Royal Exotic Nurseries, situate between King's-road and Fulham-road, and thence beneath and along Fulham-road to Ifield-road and beneath and along Ifield-road, Adrian-terrace, Finborough-road, Richmond-road, and Warwick-road to the railway of the Company at or near the Earl's Court Station of the Company, all which said streets and lands are situate in the parish of St. Luke, Chelsea, and metropolitan borough of Chelsea, and in the parish of St. Mary Abbots, Kensington, and metropolitan borough of Kensington and county of London. And in connection therewith to empower the Company to enter upon, open and break up streets, roads, lands and other places for the purpose of laying, and from time to time repairing and altering the mains, cables or wires and other works of the Company, and to acquire or use by compulsion lands and property in the parishes and metropolitan boroughs aforesaid for the purposes thereof.

To confirm and enable the Company to carry into effect, with or without variation, an Indenture made the 25th day of September, 1902, between Harry James Veitch, of the one part, and the Underground Electric Railways Company of London Limited, of the other part.

To empower the Company to abandon so much of the railway authorized by the Act of 1897 as lies between the commencement thereof and the commencement of the intended Railway No. 2 hereinbefore described, as will be rendered unnecessary by the construction of the new or deviation Railway No. 2 before described, also to abandon so much of the mains, cables or wires, or lines of cable or wires, authorized by the Metropolitan District Railway Act, 1900, and the Metropolitan District Railway Act, 1902 (hereinafter respectively referred to as the Act of 1900 and the Act of 1902), or either of them as will be rendered unnecessary by the intended lines of mains, cables or wires above described, and to release the Company from all liabilities, penalties, forfeitures and other obligations for the non-completion of the said portion of railway and mains, cables or wires, or lines of cable or wires.

To empower the Company and the London and South-Western Railway Company (hereinafter called the "South-Western Company") by agreement to deviate the portion of the South-Western Company's Kensington and Richmond railway between the points of commencement and termination of the intended Railway No. 1, hereinbefore described, to constitute such deviation for all purposes part of the railway of the South Western Company, and to confirm any agreements that have been or may be entered into with regard thereto.

To authorize the Company to lay down, maintain and use cables or mains (together with all necessary conduits, manholes and inspection chambers) along the railway of the South Western Company, between the junction of the Company's railway with that railway near Ravenscourt Park Station and the junction of the Company's Ealing Extension Railway with the railway of the South Western Company

near Turnham Green Station, for the purpose of conveying electrical energy from the Company's generating station at Lots-road, Chelsea, to the portions of the Company's Undertaking to the westward of that point, and to confirm any agreements that have been or may be made in reference thereto.

To authorize the Company, for the purposes of the intended Act, for the enlargement of their stations, the construction, maintenance, and user of transformer or sub-stations for the transformation and distribution of electrical energy and machinery and plant for that purpose, and for other purposes connected with the Company's Undertaking, to purchase and take, by compulsion or agreement, all or some of the lands, houses and other property, and easements in, under or over the same, shown on the plans to be deposited as hereinafter mentioned, and in particular to empower the Company to purchase and take, by compulsion or agreement, the lands hereinafter described, and to exercise the powers hereinafter mentioned (that is to say) :—

In the county of Middlesex :—

In the parish of Hanwell (detached) in the urban district of Hanwell, and in the parish and borough of Ealing :—

Certain lands situate on the western side of and immediately adjoining the Company's Ealing and South Harrow Railway, bounded on the north by a private road or avenue leading from Hanger-lane to Twyford Abbey on the east by the Company's railway, and on the south and west in part by Hanger-lane, and in part by meadows or fields situate on the east side of Hanger-lane.

Also certain lands situate on the eastern side of and immediately adjoining the Company's said Ealing and South Harrow Railway, bounded on the north by the parish boundary between the parishes of Hanwell (detached) and Ealing and the parish of Twyford on the east by the remainder of the lands of which the said lands are a part, which are bounded by the parish boundary between the parishes of Hanwell (detached) and Ealing, and the parishes of Twyford and Acton, on the south by meadows or fields, situate on the east side of Hanger-lane, and on the west by the Company's railway.

In the parish of Old Brentford and urban district of Brentford :—

Certain lands bounded on the east by the Company's Ealing Extension railway, on the south by the North and South Western Junction Railway, on the north and west, partly by the remainder of the land used as market gardens, of which the said lands form part, and partly by the said Gunnersbury-lane, and in connection therewith to stop up the footpath leading from the north-west corner of the said piece of land across the line of the North and South Western Junction Railway into the public road leading from Acton Green to South Acton, and to substitute therefor a new footpath, commencing in Gunnersbury-lane, thence passing along the western and southern boundaries of the said land to be acquired and terminating where the footpath at present crosses the North and South Western Junction Railway.

In the county of London :—

In the parish and metropolitan borough of Hammersmith :—

Certain lands, roads, houses, and premises adjoining the eastern end of Ravenscourt Park Station of the South Western Company, fronting on Dalling-road; bounded on the

north partly by premises fronting Dalling-road aforesaid, and premises fronting Paradise-row on the east by Dalling-road aforesaid, on the south by premises fronting Dalling-road aforesaid, and on the west by the South Western Company's premises.

Certain lands, houses, and premises known as Nos. 9, 10, 11, 12, and 13, Felgate-mews, and pasture land and waste land adjacent thereto lying between Felgate-mews and Galena-road, on the south side of and adjacent to the Company's railway, and to the Kensington and Richmond railway of the South-Western Company.

In the metropolitan borough of Chelsea :—

In the parish of St. Luke Chelsea :—

Certain lands, house, and premises situate at the north-west corner of Uverdale-road at its junction with King's-road, and known as 507, King's-road.

Certain lands, roads, house, and premises adjoining the east end of the Company's Sloane-square Station, having frontages to Westbourne-street, Whitaker-street, and Chester-terrace.

In the parish of St. Mary Abbots Kensington, and the metropolitan borough of Kensington :—

Certain lands, houses, and premises situate at the south-west corner of Ifield-road at its junction with Fulham-road, and known as 306 and 304A, Fulham-road; certain lands, houses, and premises situate at the north-west corner of Finborough-road at its junction with Richmond-road, and known as the Queen's Jubilee Hospital; certain lands, houses and premises situate at the south-east corner of Warwick-road at its junction with Richmond-road, and known as 56, Richmond-road, and the waste land adjoining thereto; and certain lands, houses, and premises situate on the eastern side of the Warwick-road near the bridge carrying that road across the Company's railway, and being known as 34, 36, and 38, Warwick-road.

Certain lands, houses, and premises adjoining the west end of the Company's Gloucester-road Station having a frontage only to, and bounded on the north by Cromwell-road, on the east by the Company's said Gloucester-road Station, and property lying to the north thereof between the said station and the Cromwell-road, on the south and west by stables and premises on the north side of Ashburn-mews, and by a house and premises fronting the said Cromwell-road.

Certain lands, houses, and premises adjoining the Company's railway, and known as Nos. 1 and 2, Thurloe Houses, and Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Pelham-street.

In the parish and metropolitan borough of Fulham :—

Certain land, being portion of the laundry ground, situate on the south-east side of Lettice-street, such land being bounded on the north by an imaginary line in prolongation of the Company's existing fence, in the direction of the southernmost point of Beaconsfield-road, and on the remaining three sides by the Company's land.

In the city of Westminster :—

In the parish of St. George Hanover-square :—

Certain lands, shops and premises on the south side of the Company's Victoria Station, including Victoria-buildings, Wilton-road, and also other houses and premises fronting Victoria-street, Vauxhall-road, and Wilton-road.

In the parish of St. Margaret and St. John the Evangelist :—

Certain lands, roads, houses, and premises adjoining and on each side of the western end of the Company's St. James' Park Station, having a frontage to Palmer-street.

Certain lands, roads, houses, and premises, adjoining the south-west end of the Company's Westminster Bridge Station and being the corner portion of the property, having frontages in Bridge-street and Cannon-row.

In the parish of St. Martin-in-the-Fields:—

Certain lands and premises partly over the Company's Railway, adjoining the north-eastern end of the Company's Charing Cross Station, bounded on the north-east and west by the Victoria Embankment Gardens, and on the south by the Company's said Charing Cross Station; and also certain lands and premises 62 yards or thereabouts north-east thereof, bounded on the north, south, east and west by the said Victoria Embankment Gardens.

Certain lands and premises partly over the Company's Railway, situate near the Charing Cross Station of the Company, bounded on the south by Northumberland-avenue, on the west by the road leading from Northumberland-avenue to Villiers-street, on the east by the Victoria Embankment, and on the north by the footway which crosses the Company's Charing Cross Station, from Villiers-street to the Victoria Embankment.

In the parish of St. Clement Danes:—

Certain lands, roads and premises adjoining the western end of the Company's Temple Station, having frontages to the Approach and the Victoria Embankment, bounded on the north and west by the said Approach, on the east by the Company's said Temple Station, and on the south by the Victoria Embankment.

In the city of London and in the county of London:—

In the parish of St. Anne Blackfriars, and the parish of the Precinct of Bridewell:—

Certain lands, roads and premises adjoining the Company's western end of the Blackfriars Station, and being part of the footpath and roadway in front thereof.

In the parishes of St. Nicholas Olave and St. Mildred, Bread-street:—

Certain lands, roads, houses, and premises adjoining the western end of the Company's Mansion House Station, having frontages to Queen Victoria-street, Bread-street, and Huggin-lane.

Also certain lands, houses and premises situate on the south side of and adjacent to the Company's railway, bounded on the east by Huggin-lane, on the north by the

Company's railway, and on the west and south by buildings known as No. 4, Huggin-lane.

In the parish of St. Swithin, in the parish of Allhallows the Great, the parish of St. Mary Bothaw, and the parish of St. John the Baptist:—

Certain lands, roads, houses, and premises adjoining the eastern end of the Cannon-street Station on the said City Lines and Extensions Railway having frontages to Cannon-street and Bush-lane.

Also certain other lands, houses, and premises having frontages to Cannon-street and Cloak-lane, bounded on the north by Cannon-street, on the east by premises having frontages to Cannon-street and Cloak-lane, on the south by the Tallow Chandlers' Hall, and on the west by premises having frontages to Cloak-lane and Cannon-street.

In the parishes of St. Andrew Hubbard, St. George, and St. Leonards:—

Certain lands, roads, houses, and premises adjoining the eastern end of the Monument Station on the said City Lines and Extensions Railway, and having frontages to Eastcheap, George-lane, and Pudding-lane, bounded on the north by Eastcheap aforesaid.

In the metropolitan borough of Stepney in the county of London:—

In the parish of St. Botolph Without Aldgate and in the Liberty of the Tower:—

Certain lands, roads, and premises adjoining the eastern end of the Mark Lane Station on the said City Lines and Extensions Railway, having frontages to Trinity-square, Great Tower-street, and Great Tower-hill.

In the parish of Whitechapel:—

Certain lands and road, being a portion of the Whitechapel High-street adjoining the east end of the Aldgate East station on the said City Lines and Extensions Railway, having frontages to and being bounded on all sides by the Whitechapel High-street aforesaid.

Also certain lands and road, being a portion of the Whitechapel-road adjoining the west end of St. Mary's, Whitechapel, station on the said City Lines and Extensions Railway having frontages to and being bounded on all sides by the Whitechapel-road aforesaid.

To purchase or take for or in connection with Railway No. 1 before described, certain lands being or reputed to be common or commonable lands of which the following are the particulars and the estimated quantities proposed to be taken:—

Name by which the lands are known.	Parish in which the lands are situate.	Estimated quantity within the limits of lateral deviation.			Estimated quantity required to be taken.		
		a.	r.	p.	a.	r.	p.
Back Common	Chiswick, Urban district of Chiswick, county of Middlesex	1	1	0	1	1	0
Acton Green	" " "	0	0	21	0	0	21

To vary and extinguish all rights and privileges connected with such lands, houses, buildings, and property, and the subsoil of and under the same, and to confirm any contract, agreement, or conveyance made, or to be made, for the purchase or acquisition of the said lands.

To authorize the Company to appropriate and use—for the purpose of erecting and maintaining

a station for generating electrical energy for the working of their railway, and of constructing, providing, using, and working engines, dynamos, machinery, electrical and other plant in connection therewith—certain lands belonging to and in the occupation of the Company, situate in the parish and urban district of Harrow-on-the-Hill, in the county of Middlesex, bounded

on the west by the Company's railway, on the south by the towing path of the Grand Junction Canal, and on the north-east by lands belonging to the Metropolitan Borough Council of Paddington.

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, for the purposes of the intended Act and for other purposes connected with the Company's Undertaking, to purchase and take, by compulsion or agreement, any part of any house, building or manufactory, or any easement therein or thereunder, without being required or compelled to purchase the whole of such house, building, or manufactory.

To empower the Company to appropriate, with or without payment therefor, and use the subsoil and under surface under any street or road, squares, or highways, or under any land, 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.

To authorize the Company to build, sell, lease, let, or otherwise deal with or dispose of shops, chambers, flats, offices, or other buildings on or over any lands acquired for the purpose of their stations or of their Undertaking, or to be acquired under the powers of the intended Act, 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 sites thereof, and also to sell and dispose of the rights to build on or over any of their stations or the sites thereof as a freehold or leasehold, and to authorize 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 Acts 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 and works.

To empower the Company to levy and charge on their railways and on railways over which they have running powers, uniform or zone fares, and to alter, vary, or amend and to regulate and define, raise, or lower the tolls, rates, and charges leviable by the Company in respect of their existing railways and authorized railways or of any part or parts thereof and in respect of the Hounslow and Metropolitan Railway and of the City Lines and Extensions Railways, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates, and charges, and to repeal, vary, or amend all or any of the provisions of the Metropolitan District Railway Act, 1896, and of section 51 of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, of section 29 of the Metropolitan District Railway Act, 1882, of the Hounslow and Metropolitan Railway Act, 1880, of the Ealing and South Harrow Railway Act, 1894, of the Whitechapel and Bow Railway Act, 1897, and of the Cheap Trains Act, 1883, in regard thereto.

To repeal, vary, or amend sections 43 and

44 of the Metropolitan District Railway Act, 1875, and sections 40 and 41 of the Metropolitan District Railway Act, 1877, and to make provisions as to the terms, conditions, and regulations to which the Company shall be subject, and the tolls, rates, and charges, or other consideration to be paid by them for the use of so much of the Richmond branch of the London and South Western Railway as lies between the junction therewith of the railway authorized by the Metropolitan District Railway Act 1875 in Hammersmith and Railway No. 1 in the parish of Chiswick, authorized by the Metropolitan District Railway Act 1877, together with the Turnham Green station on the said Richmond branch.

To enable the Company to make and carry into effect agreements for the transfer by them to the Great Northern Piccadilly and Brompton Railway Company (hereinafter referred to as "the Brompton Company") of the powers, rights and liabilities of the Company under the intended Act with respect to the construction and maintenance of Railway No. 2, above described, and to empower the Brompton Company to accept such transfer and exercise such powers, and in the event of such transfer to constitute the said Railway No. 2, or some portion thereof, part of the Undertaking of the Brompton Company, and to sanction and confirm any agreements which may have been or may be made between the Company and the Brompton Company touching any of the matters aforesaid.

To empower the Metropolitan Railway Company, at such time and on such terms as may be prescribed by the intended Act, to construct jointly with the Company or to become joint owners with the Company of the Railways Nos. 3 and 4, above described, and to apply their funds for such purpose, and to sanction and confirm any agreement which may have been or may be made between the Company and the Metropolitan Railway Company touching any of the matters aforesaid.

To empower the Company and the Tilbury Company to enter into and carry into effect agreements with regard to the construction, working, and user of the Railways Nos. 3 and 4 above described, and to empower the last mentioned Company to apply their funds for such purpose, and to sanction and confirm any agreement which may have been or may be made between the Company and the Tilbury Company touching any matters aforesaid.

To transfer to and vest in the Company the Undertaking of the Hounslow and Metropolitan Railway Company (hereinafter called "the Hounslow Company") incorporated by the Hounslow and Metropolitan Railway Act, 1880, including all superfluous lands or to provide for such transfer and vesting upon such terms and conditions as have been or may be agreed upon or as may be provided for or prescribed by the intended Act, and to dissolve or provide for the dissolution of the Hounslow Company, and to provide for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Hounslow Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of rates, tolls, and charges or otherwise. To provide for the creation and issue by the Company of a rent charge stock to be called Metropolitan District (Hounslow) Rent Charge Stock or some other distinctive name, with a guaranteed or preference dividend to be a first charge on the Undertaking

of the Hounslow Company so to be transferred to the Company, and upon the gross revenues of the Company from all traffic conveyed thereon, and from traffic conveyed on the Company's railway passing on to or coming from or over the Hounslow Company's Railway, and in addition thereto to be a charge on the Undertaking and revenues of the Company as for rent in arrear or to provide for such stock being made part of the consolidated rent charge stock of the Company (if such a consolidated rent charge stock should be created), and to substitute such stock, whether of greater or less amount, for the shares, stock, and debenture stock of the capital of the Hounslow Company, and to vary or extinguish, as the case may require, the rights and interests of the shareholders and debentures and debenture stock holders of the Hounslow Company, and to confirm and to give effect to or to vary an agreement made the 15th day of May, 1902, between the Hounslow Company of the one part and the Company of the other part with respect to such transfer.

To empower the Company to work by electric power their Ealing and South Harrow railway, and Acton Junction railway, and the railways of the Hounslow Company when transferred to and vested in the Company.

To empower the Company and the Underground Electric Railways Company of London Limited (hereinafter called "the Underground Company") to enter into and carry into effect agreements with regard to the working by the Underground Company of the Company's existing and authorized railways, and all or some of the railways proposed to be authorized by the intended Act, the laying down and construction of the said lines of cable to be authorized by the intended Act, and to empower the Company and the Underground Company by agreement to vary certain of the provisions of the agreement dated the 18th day of July, 1901, confirmed by the Metropolitan District Railway Act, 1901, and of the agreement dated the 21st day of April, 1902, confirmed by the Act of 1902 supplemental thereto, both made between the Company of the one part and the Metropolitan District Electric Traction Company Limited of the other part, and to confirm and give effect to any agreements that may have been or may be made between the Company and the Underground Company.

To empower the Company, on such terms as shall be provided by the intended Act, to convey to the Underground Company or to the metropolitan borough of Chelsea portions of the lands acquired for the purpose of the Company's generating station at Lots-road, Chelsea.

To empower the Underground Company to supply from the Company's generating station at Lots-road, Chelsea, to all or any railway companies with which the Company may have physical connection or interchange stations, electric current for traction and for all purposes incidental or ancillary to the working of such railways or the traffic thereon.

To repeal or to vary and amend Section 36 of the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, and to rescind or vary certain heads of agreement dated the 15th day of May, 1879, and made between the Crown, the Office of Woods, the Metropolitan Railway Company and the Company, scheduled to, and confirmed, by that Act.

To confirm and carry into effect, with or without modification, the following agreements,

viz.: (1) An agreement dated 17th day of April, 1902, between the Company of the one part and the Brompton Company of the other part, relating to the construction of portion of the Company's Deep Level Railway authorized by the Act of 1897; (2) An agreement made the 28th day of April, 1902, between the Company of the first part, the Metropolitan District Electric Traction Company Limited of the second part, and the Brompton Company of the third part, relating to the supply of electrical power to the Brompton Company from the Company's generating station at Lots-road, Chelsea.

To vary and amend all or any of the provisions of certain articles of agreement made the 12th day of September, 1898, between the Whitechapel and Bow Railway Company (hereinafter called "the Whitechapel Company") of the first part, the Company of the second part, and the London Tilbury and Southend Railway Company (hereinafter called "the Tilbury Company") of the third part, which said articles are scheduled to and confirmed by the Whitechapel and Bow Railway Act, 1900, and to make provision as to apportionment of through fares, and to vary and amend section 13 of the last-mentioned Act.

To empower the Company on the one hand and the London United Tramways (1901) Limited, or any other company, body, authority or person owning or working any railway, tramway or light railway, and any company having stations on or near to any of the Company's railways on the other hand, to enter into and carry into effect agreements for and with respect to the interchange, transmission and delivery of traffic coming from or destined for or passing over the respective tramways, railways and works of the contracting Companies, and the issue of through tickets and the fixing of through fares, tolls and charges to be demanded and recovered in respect of such traffic, and the division and apportionment of the receipts arising from such traffic, 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.

To empower the Company to sell and the Tilbury Company to purchase on such terms and subject to such conditions as may be defined in the intended Act all or any of the shares or stock and debentures or debenture stock of the Whitechapel Company held by the Company, and to empower the Tilbury Company to apply their capital and funds for that purpose, and to create and raise further share and debenture capital therefor.

To empower the Company to dispose of locomotives, carriages and other stock and plant rendered unnecessary by the exercise of the powers of their Acts with regard to the electrification of their Railway, and to apply the proceeds to such purposes as the intended Act may provide, and to apply capital to expenditure incurred and to be incurred in regard to the purchase or adaptation of rolling stock and plant, and the renewal and improvement of the Company's railways.

To rearrange, consolidate, and convert the existing rent charge stocks of the Company into one consolidated rent charge stock, or to create new rent charge stock in lieu thereof, carrying dividend at such rate as may be prescribed by the intended Act, to provide for the ranking of such stock, and to make provision for substitutive allotments of the new rent charge stock among the registered

holders of the existing rent charge stocks of the Company, and to empower and require the acceptance by stockholders of the new or consolidated rent charge stock in substitution for the existing rent charge stocks, and to provide for payment of the expense of the creation of such consolidated stock, or conversion of such existing stocks.

To enable and require persons under disability or in a fiduciary position to give effect to or to submit to the provisions of the intended Act, and to provide for the continuance of the trusts, liens, or other incumbrances extending to or over any stocks of the Company affected by the intended Act.

To empower the Company, for all or any of the purposes of the intended Act, to apply any capital or funds now belonging to them or which they are authorized to raise, and for all or any of 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 and stocks, 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, and to authorize the Company to issue and dispose of shares or stock at a discount or price below the nominal amount thereof.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital of the Company from time to time interest or dividends on any shares or stocks of the Company created under the authority of the intended Act or under any other Act relating to the Company.

To incorporate with the intended Act 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 Railway Clauses Consolidation Act, 1845, and the Railway Clauses Act, 1863, and any Acts amending those Acts.

To vary and repeal the provisions of "The Thames Embankment Act, 1862," and especially the 56th section of the said Act, and also the provisions of "The Thames Embankment (North and South) Act, 1868," and especially the 27th section of that Act, and also the provisions of any other Acts whether relating to the Company or to the South-Eastern Railway Company or otherwise, which may interfere with the acquisition of the hereinbefore described lands in the parish of St. Martin-in-the-Fields, in the city of Westminster, and the adaption and use thereof for the purposes of the Company.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confirm, vary, or extinguish all other rights and privileges.

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 or personal) or some of them (that is to say):— 27 and 28 Vic., cap. 322, and any other Act relating to or affecting the Company, the Brompton and Piccadilly Circus Railway Act, 1897, and any other Act relating to or affecting the Brompton Company, the Hounslow and Metropolitan Railway Act, 1880, and any other Act relating to or affecting the Hounslow Company, the Metropolitan Railway Act, 1854, and any other Act relating to or affecting the Metropolitan Railway Company, the White-chapel and Bow Railway Act, 1897, and any other Act relating to or affecting the White-

chapel Company, and 4 and 5 William IV, cap. 88, 2 and 3 Vic., cap. 28, and any other Act relating to or affecting the South Western Company, the London, Tilbury and Southend Extension Railway Act, 1852, and any other Act relating to or affecting the Tilbury Company, the Act 6 William IV, cap. 75, and any other Act relating to or affecting the South Eastern Railway Company.

And notice is hereby given that on or before the 29th day of November instant, duplicate maps, plans and sections of the railways and works proposed to be authorized by the intended Act, showing the lines and levels thereof, and plans showing the lands, houses and other property to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses and other property, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection as follows:—

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.

And that on or before the said 29th day of November instant, a copy of so much of the said plans, sections and book of reference as relates to each of the areas hereinafter mentioned, 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):—

As regards the parish and urban district of Harrow-on-the-Hill with the Clerk of the District Council at his office at Harrow.

As regards the parish of Hanwell (detached), and the urban district of Hanwell, with the Clerk of the District Council at his office at Hanwell.

As regards the parish of Old Brentford and urban district of Brentford with the Clerk to the Brentford Urban District Council at his office at Brentford.

As regards the parish and borough of Ealing with the Town Clerk of that borough at his office at Ealing.

As regards the parish and urban district of Acton with the Clerk to the Acton Urban District Council at his office at Acton.

As regards the parish and urban district of Chiswick with the Clerk to the Chiswick Urban District Council, at his office at the Town Hall, Chiswick.

As regards the parish and metropolitan borough of Hammersmith with the Town Clerk of such borough at his office at the Town Hall, Broadway, Hammersmith.

As regards the parish and metropolitan borough of Fulham with the Town Clerk of such borough at Walham Green.

As regards the parish of St. Mary Abbots Kensington, and metropolitan borough of Kensington with the Town Clerk of such borough at his office at the Town Hall, High-street, Kensington.

As regards the parish of St. Luke, Chelsea, and metropolitan borough of Chelsea with the Town Clerk of such borough at his office at the Town Hall, King's-road, Chelsea.

As regards the parishes of St. George Hanover-square, St. Margaret and St. John the Evangelist, St. Martin-in-the-Fields, and St. Clement Danes, and the city of Westminster, with the Town Clerk of that city, at his office at

the Westminster City Hall, Charing Cross-road.

As regards the city of London and the parishes in the city of London, with the Town Clerk of that city, at his office at the Guildhall, in the city of London.

As regards the parish of St. Botolph Without Aldgate, and the parish of Whitechapel, the Liberty of the Tower, the Precinct of Old Tower, the District of the Tower, and the metropolitan borough of Stepney with the Town Clerk of such borough at his office at 15, Great Alie-street, Whitechapel.

Printed copies of the Bill for the intended Act will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

BAXTER and Co., 12, Victoria-street,
Westminster, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

LIVERPOOL UNIVERSITY.

(Separation of University College, Liverpool, from Victoria University; Transfer of Property, Rights, and Powers of College to Liverpool University; Agreements between College, Liverpool University, Victoria University, Owens College, and Yorkshire College, and Liverpool Royal Institution; Exemption from Rates; Medical Qualification; Representation on Medical Council; Extension of University Privileges; Charity Commissioners; Contributions from Councils of Lancashire, Cheshire, Cumberland, Shropshire, and Westmoreland, and from Boroughs and Districts therein, and from Commercial and other Companies and Institutions; Alteration of Deeds and Wills; Repeal and Amendment of Acts.)

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 purposes (that is to say):—

To make provision, if and when a charter shall have been granted founding a University in the city of Liverpool (in this Notice referred to as "the Liverpool University"), for the separation of University College, Liverpool (hereinafter referred to as "the College"), from the Victoria University, for the dissolution of the College, and for the transfer to and vesting in the Liverpool University of all property, real and personal, of every description, and all endowments, rights, powers, and privileges belonging or appertaining to or enjoyed by the College, including the right to appoint or nominate a member of the governing body of any educational or other institution.

To confer and apply the benefits and provisions of section 15 of the Liverpool Improvement Act, 1882, upon and to the Liverpool University in place of University College, and in other respects to alter and amend that enactment.

To authorize and carry into effect agreements between the College, the Liverpool University, the Victoria University, the Owens College, and the Yorkshire College, or any of them, in regard to the separation of the College from the Victoria University, and the division and distribution of the property, endowments, and liabilities of those bodies respectively, and also in regard to degrees, examinations, residence, college attendance, and other educational matters, and to confirm any such agreements entered into prior to the passing of the intended Act.

To authorize and carry into effect agreements between the Liverpool Royal Institution and

the Liverpool University for the transfer of all or some of the property, rights, privileges, and liabilities of the Institution to the Liverpool University, and to confirm any agreements made prior to the passing of the intended Act; and in the event of all their property, rights, privileges, and liabilities being so transferred, to provide for the dissolution of the Institution.

To exempt the Liverpool University and their lands and hereditaments from local rates.

To empower the Liverpool University to hold qualifying examinations in medicine, surgery, and midwifery, and to grant diplomas conferring the right of registration under the Medical Acts.

To empower the Council of the Liverpool University to choose a representative to be a member of the general council constituted under the Medical Acts.

To provide that wherever any office is open to graduates of any English University, or wherever any privilege or exemption is given by any Act of Parliament or regulation to graduates of any English University, graduates of the Liverpool University having the degree, which would be the qualification if it had been granted by some other English University, may become candidates for, and may hold any such office, and shall be entitled to all such privileges or exemptions as fully as graduates of any other English University.

To exempt the Liverpool University from Part II of the Mortmain and Charitable Uses Act, 1888, and to amend section 7 of that Act.

To provide that the Liverpool University shall be free from the control or jurisdiction of the Charity Commissioners.

To enable the Councils of each of the following counties—namely, Lancashire, Cheshire, Cumberland, Shropshire, and Westmoreland; and the Corporations of all boroughs and the Councils of all urban districts within those counties, and all public and other companies and institutions, to contribute to the funds of the Liverpool University, and to empower those Councils and Corporations respectively to levy rates and to borrow money for those purposes, and the companies and institutions to raise the necessary funds.

To transfer to the Liverpool University all gifts, bequests, or benefits in favour of the college under any deed or will (including wills of testators still living), and to make provision for altering deeds and settlements endowing or conferring benefits upon the college, so as to transfer to the Liverpool University the full benefits thereby given.

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.

To repeal or amend the provisions, or some of the provisions, of the several local Acts following (that is to say):—The Liverpool Improvement Act, 1882, the Liverpool Corporation Act, 1902, the Victoria University Act, 1888, and all other Acts relating to the College and the Victoria University.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 18th day of November, 1902.

ALSOP, STEVENS, HARVEY, and CROOKS,
Solicitors, Liverpool.

SHARPE, PARKER, PRITCHARDS, BARHAM,
and LAWFORD, 9, Bridge-street, West-
minster, Parliamentary Agents.

In Parliament—Session 1903.

MID-YORKSHIRE TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the West Riding of the County of York; Interference with Streets, Roads, Bridges, etc.; Street, Road and Bridge Widening and Diversions; Compulsory Purchase of Lands, etc.; Power to Purchase Parts only of Properties; Generating Stations; Electrical or other Motive Power; Gauge; Posts; Overhead Wires; Tolls; Powers to deviate Works, to remove Trees, to erect Waiting Rooms, etc.; Power to Company to subscribe to cost of "Street Work No. 3," authorized by Bingley Urban District Council Act, 1901, and to Construct, Equip, Lease and Work the Tramways authorized by the Shipley Improvement Act, 1901; to apply for Provisional Orders under the Electric Lighting Acts and to take Transfers of any such Orders; Agreements with and Powers to Local Authorities, Bodies, and Persons; Amendment or Repeal of the Provisions of Section 43 of the Tramways Act, 1870, with respect to the Acquisition of the Tramways by Local Authorities; Byelaws and Regulations; Incorporation, Amendment and Application or Repeal of Acts; other powers and purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") for effecting all or some of the following purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to authorize the Company to construct, lay down, maintain, and work the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, crossovers, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively, and to enter upon, take, and use the lands and property required for the purposes of such tramways and works as shown on the deposited plans, and described in the deposited books of reference after mentioned, or any of them.

(In the following descriptions of the proposed tramways, narrow places, and street works, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and where 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, and the places (if any) where any tramway will be laid along any street or road, 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 and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

Description of Tramways.

Tramway No. 1, commencing in the borough and parish of Keighley, in Cavendish-street at a point in line with the east side of North-street, proceeding thence along Cavendish-street and Bradford-road over the new bridge hereinafter described as "Work A," and terminating at a point 35 yards on the west side of Banks-

lane in the parish of East and West Morton in the rural district of Keighley.

Tramway No. 1 will be made or pass from, in, through or into the following parishes, that is to say, the parish of Keighley in the borough of Keighley, and the parish of East and West Morton in the rural district of Keighley.

Tramway No. 2, wholly in the parish of East and West Morton in the rural district of Keighley, commencing by a junction with Tramway No. 1 at its termination, proceeding thence along the Bradford and Keighley-road in a south-easterly direction, and terminating in that road at the northern boundary of the urban district and parish of Bingley.

Tramway No. 3, wholly in the urban district and parish of Bingley, commencing by a junction with Tramway No. 2 at its termination, proceeding thence along the Bradford and Keighley-road as far as its junction with the proposed new road to be constructed by the Bingley Urban District Council under the powers of the Bingley Urban District Council Act, 1901 (and therein called Street Work No. 3), thence along the before-mentioned proposed new road to its junction with Main-street, thence along Main-street in a south-easterly direction continuing along the main Bradford and Keighley-road, and terminating in that road at the southern boundary of the urban district and parish of Bingley by a junction with the Tramway No. 2, authorized by the Shipley Improvement Act, 1901, at its termination.

Tramway No. 4, wholly in the urban district and parish of Baildon, commencing by a junction with Tramway No. 5, at a point in Otley-road, 65 yards south-west from the north-east corner of Baildon-road at its junction with Otley-road, and proceeding thence in a northerly direction along Baildon-road, and terminating at a point 70 yards south-east from the junction of Baildon-road with Browgate.

Tramway No. 5, wholly in the urban district and parish of Baildon commencing on Baildon Bridge in the main road to Otley by a junction with the Shipley Urban District Council's authorized Tramway No. 7, and proceeding thence along the main road to Otley, and terminating in that road at the southern boundary of the parish of Esholt in the rural District of Wharfedale.

Tramway No. 6, wholly in the parish of Esholt in the rural district of Wharfedale, commencing by a junction with Tramway No. 5 at its termination, and proceeding thence along the main road to Otley, and terminating in that road, at the northern boundary of the parish of Esholt, in the rural district of Wharfedale.

Tramway No. 7, wholly in the parish of Hawksworth in the rural district of Wharfedale, commencing by a junction with Tramway No. 6, at its termination, and proceeding thence along the main road to Otley, and terminating in that road, at the northern boundary of the parish of Hawksworth in the rural district of Wharfedale.

Tramway No. 8, wholly in the parish of Menstone in the rural district of Wharfedale, commencing by a junction with Tramway No. 7 at its termination, and proceeding thence along the main road to Otley as far as the Hare and Hounds Hotel, thence in a westerly, then northerly, then westerly direction along the Bingley-road and main road to Church-lane, proceeding thence in a northerly direction along Church-lane, and Menstone lane to and terminating at the southern boundary of the

urban district and parish of Burley-in-Wharfedale.

Tramway No. 9, wholly in the urban district and parish of Burley-in-Wharfedale, commencing by a junction with Tramway No. 8 at its termination, and proceeding thence along Menstone-lane and continuing from the junction of Menstone-lane with the Skipton and Leeds-road, northward along the Skipton and Leeds-road to and terminating at a point in the Skipton and Otley-road, 40 yards north-west from the east corner of the Skipton and Leeds-road at its junction with the Skipton and Otley-road.

Tramway No. 10, wholly in the urban district and parish of Ilkley, commencing at a point in Brook-street 10 yards north from the north corner of Railway-road, and proceeding thence northward along Brook-street and thence along Leeds-road and the main Skipton and Otley-road, terminating in that road at the boundary of the parish or extra parochial place of Denton in the rural district of Wharfedale.

Tramway No. 11, wholly in the parish or extra parochial place of Denton in the rural district of Wharfedale, commencing by a junction with Tramway No. 10 at its termination, and proceeding thence along the main Skipton and Otley-road, and terminating in that road at the south-eastern boundary of the parish or extra parochial place of Denton in the rural district of Wharfedale.

Tramway No. 12, wholly in the urban district and parish of Burley-in-Wharfedale, commencing by a junction with Tramway No. 11 at its termination, and proceeding thence along the main Skipton and Otley-road (including Main-street) and terminating in that road by a junction with Tramway No. 9 at its termination.

Tramway No. 13, wholly in the urban district and parish of Burley-in-Wharfedale, commencing by a junction with Tramways Nos. 9 and 12 at their terminations, and proceeding thence in a south-easterly direction along and terminating in the main Skipton and Otley-road at the eastern boundary of the said urban district and parish of Burley-in-Wharfedale.

Tramway No. 14, wholly in the urban district and parish of Otley, commencing by a junction with Tramway No. 13 at its termination, and proceeding thence in an easterly direction along the main Skipton and Otley-road, thence along Westgate and Beechhill into and through Manor-square to and along and terminating in Kirkgate at a point 25 yards north of the north corner of Mercury-row.

Tramway No. 15, wholly in the urban district and parish of Burley-in-Wharfedale, commencing by a junction with Tramway No. 9 at a point in the main Skipton and Leeds-road 50 yards measured along that road in a southerly direction from the south-east corner of the main Skipton and Leeds-road at its junction with the main Skipton and Otley-road, and terminating at a point in the main Skipton and Otley-road 25 yards east of the east corner of the Skipton and Leeds-road.

The before-mentioned tramways will be made or pass from, through, in, or into the following parishes or some of them (that is to say) :—

The borough and parish of Keighley, the urban district and parish of Bingley, the urban district and parish of Baildon, the urban district and parish of Burley-in-Wharfedale, the urban district and parish of Ilkley, the urban district and parish of Otley, the parishes of Hawksworth, Esholt and Menstone, and the

parish or extra parochial place of Denton, all in the rural district of Wharfedale, and the parish of East and West Morton in the rural district of Keighley, all in the West Riding of the county of York.

Narrow Places.

The proposed tramways will be constructed on a gauge of 4 feet 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 for use 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 or road and the nearest rail of the tramway, except in the case of the following tramways, and then only at the places hereinafter described (that is to say) :—

No. of Tramway.	Road, street, or place.	Side or sides.	Narrow places.
1	Bradford-road	Both	From a point in line with the north-east corner of Cavendish-street to a point 50 yards north along the Bradford-road from the first mentioned point.
1	Bradford-road	Both	Between points respectively 100 yards and 85 yards south from the south-east corner of Bingley-street.
1	Bradford-road	Both	Between points respectively 110 and 170 yards north from the north-east corner of Marlborough-street.
1	Bradford-road	Both	Between points respectively 40 yards and 105 yards south of the south-east corner of Lawkholme-lane.
1	Bradford-road	Both	From a point 30 yards south-west from the south-west corner of Wardman-street to a point 35 yards north-east from that corner.
2	Bradford and Keighley-road.	Both	From a point opposite the south-west corner of Lime-kiln-lane to a point 65 yards west of that corner.
3	Main street (Bingley).	Both	From a point 65 yards south from the north-east corner of Mount-street to a point 14 yards north from the north-east corner of Waddington-street.
3	Bradford and Keighley-road.	Both	From a point opposite the milestone denoting Bingley 1 mile and Bradford 5 miles to a point 35 yards north of same.
3	Bradford and Keighley-road	Both	Between points respectively 20 yards east and 60 yards west from the Ordnance Bench Mark, opposite the junction of Cottingley-road with Bradford and Keighley-road.
4	Baildon-road.	Both	From a point in line with the south-east corner of Baildon-road to a point in line with the north-west corner of John-street.
4	Baildon-road.	Both	Between points respectively 150 yards and 230 yards north of the north-east corner of John-street.
4	Baildon-road.	Both	From a point 40 yards south of the south-west corner of the Low Baildon-road to a point opposite that corner.
4	Baildon-road.	West side	From a point opposite the south-west corner of the Low Baildon-road to a point 25 yards north of that corner.

No. of Tramway.	Road, street, or place.	Side or sides.	Narrow places.	No. of Tramway.	Road, street, or place.	Side or sides.	Narrow places.
4	Baildon-road	Both	Between points respectively 25 yards and 135 yards north of the south-west corner of the Low Baildon-road.	10	Main Skipton and Otley - road.	Both	Between points respectively 15 yards and 45 yards east of the south-west corner of Cemetery-road.
5	Main road to Otley.	Both	From a point 50 yards south of the south-east corner of Green-lane to a point 60 yards north-east of that corner.	10	Main Skipton and Otley - road.	Both	Between points respectively 60 yards and 140 yards east from the Ordnance bench mark at the entrance to Sunset-view.
5	Main road to Otley.	Both	From a point 75 yards south-west from the south-west corner of William-street to a point 45 yards north-east from that corner.	10	Main Skipton and Otley - road.	Both	From a point 30 yards west of the south-western corner of Denton-bridge to a point 30 yards east of the east corner of the entrance to Wheatley Grange.
5	Main road to Otley.	Both	From a point 20 yards south of the Ordnance bench mark on the Fleece-inn to a point 65 yards north of that bench mark.	10	Main Skipton and Otley - road.	Both	From a point 320 yards south-east from the east corner of the entrance to Wheatley Grange to a point 360 yards north of the boundary stone indicating the boundary between Ilkley and Denton.
5	Main road to Otley.	Both	Between points respectively 330 yards and 395 yards north of the Ordnance bench mark on the Fleece-inn.	10	Main Skipton and Otley - road.	Both	For a distance of 50 yards north from the said boundary stone.
8	Bingley-road..	Both	From a point 18 yards east of the east corner of the lodge at the entrance to the County Lunatic Asylum to a point in line with the south-west corner of Leathley-road.	11	Main Skipton and Otley - road.	Both	Between the boundary stone indicating the boundary between Ilkley and Denton and the boundary stone indicating the boundary between Denton and Burley-in-Wharfedale.
8	Main road (Menstone).	Both	From a point in line with the north-west corner of Bingley-road to a point 40 yards north from the same place.	12	Main Skipton and Otley - road.	Both	For a distance of 110 yards south of the boundary stone indicating the boundary between Denton and Burley-in-Wharfedale.
8	Main road (Menstone).	Both	Between points respectively 100 yards and 150 yards north of the north-west corner of Bingley-road.	12	Main Skipton and Otley - road.	Both	From a point 412 yards east of the last mentioned boundary stone to a point 238 yards west of the milestone indicating the distance of 12 miles from Skipton.
8	Main road (Menstone).	Both	From a point 120 yards south-east of the south-west corner of Park-road to a point 130 yards north from the same place.	12	Main Skipton and Otley - road.	Both	Between points respectively 123 yards and 310 yards north-west from the south-west corner of Leather Bank.
8	Main road (Menstone).	Both	From a point 35 yards south-east from the north-west corner of the Malt Shovel-hotel to a point 265 yards north of the south-west corner of Park-road.	12	Main-street ..	Both	From a point in line with the south-east corner of Leather Bank to a point 55 yards north-west from the north-east corner of Victoria-road.
10	Leeds-road ..	Both	From a point 90 yards west of the south-east corner of Weston-road to a point 120 yards north-east from the north-west corner of Little-lane.	12	Main-street ..	Both	From a point 40 yards west of the south-west corner of Iron-row to a point 40 yards east of that corner.
10	Leeds-road ..	Both	From a point 37 yards south-west from the south-west corner of Bath-street to a point opposite the south-west corner of Bath-street.	12	Main Skipton and Otley - road.	Both	From a point 16 yards south from the south-west corner of the graveyard of St. Mary's Church to a point 30 yards north-west from the east corner of the Skipton and Leeds-road at its junction with the Main Skipton and Otley-road.
10	Leeds-road ..	South	From a point opposite the south-west corner of Bath-street to a point 13 yards east of the point opposite the south-west corner of Bath-street.	14	Main Skipton and Otley - road.	Both	Between points 110 yards and 225 yards respectively west of the west corner of West Busk-lane.
10	Leeds-road ..	Both	Between points respectively 13 yards and 46 yards east of the south-west corner of Bath-street.	14	Main Skipton and Otley - road.	Both	From a point 30 yards west from the south-east corner of Otley Mills to a point 197 yards east from the same corner of those Mills.
10	Main Skipton and Otley - road.	Both	From a point 25 yards west of the south-west corner of Cemetery-road to a point opposite the south-west corner of Cemetery-road.	14	Westgate ..	Both	Between points respectively 215 yards and 235 yards west of the west corner of Piper-lane at its junction with Westgate.
10	Main Skipton and Otley - road.	South	From the south-west corner of Cemetery-road to a point 15 yards east thereof.				

No. of Tramway.	Road, street or place.	Side or Sides.	Narrow places.
14	Westgate ..	Both	From a point 150 yards west from the west corner of Piper-lane at its junction with Westgate to a point 95 yards east of that corner.
14	Westgate ..	Both	From a point 45 yards west from the south-west corner of Guycroft to the junction of Westgate with its continuation Beech-hill.
14	Beech-hill ..	Both	From its junction with Westgate to its junction with Kirkgate.

2. To authorize the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footways, footpaths, places, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, waterpipes, gaspipes, lamp posts, pillar-boxes, and electric, telegraphic, and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice for the purpose of constructing, maintaining, repairing, renewing, substituting single lines for double lines or double lines for single lines, altering or reinstating the proposed tramways and works or substituting others in their place, or for other the purposes of the Bill, and to straighten or set back the edge or kerb of the footpath, footway, or pavement, on both sides or any side of any street or road in or along which any of the proposed tramways will be laid.

3. To enable the Company for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement, and to hold lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold dwelling-houses, offices, buildings, engine-houses, generating stations, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Company to purchase or acquire by compulsion or agreement, and to hold notwithstanding anything contained in the Lands Clauses Consolidation Act, 1845, the following lands for the purposes of a station or stations for generating electrical energy, and a depot—

The fields or enclosures in the parish of Menstone, in the rural district of Wharfedale, numbered respectively on the $\frac{1}{2500}$ Ordnance Map of Yorkshire [West Riding], Sheet clxxxvii, 9 (First Edition, 1889-91), 282 having an area of 2.936 acres, and 288 having an area of 1.341 acres, and to authorize the Company to erect, maintain, and use on such land or any part or parts thereof a station or stations for generating electrical energy, with all necessary engines, apparatus, works, and conveniences connected therewith, and to erect and maintain thereon, all such motors, transformers, and other machinery and apparatus as may be necessary for the purposes of the Undertaking.

4. To authorize the making of the following street and road widenings and diversions or some of them, and empower the Company to enter upon, take, and use the lands, houses and other property required for the purposes of such

street and road widenings and diversions and the works connected therewith, as shown on the deposited plans and described in the deposited books of reference after mentioned, or any of them:—

Street Works.

Work A.—A new bridge with approaches in substitution for the existing bridge known as Stockbridge, by which the road between Keighley and Bradford is carried over the River Aire, commencing in the borough and parish of Keighley at a point 102 yards measured along the centre line of the said road in a south-westerly direction from a point in line with the Ordnance Bench Mark on the south-east pier of the said existing bridge, and terminating in the parish of East and West Morton in the rural district of Keighley at a point 95 yards measured in manner aforesaid in a north-easterly direction from that Bench Mark, and in connection therewith to authorize the Company to divert the existing road between the said points of commencement and termination to and over the new bridge, and to stop up and discontinue the said portion of existing road, and provide for the extinguishment of all rights of way thereover and the abandonment and removal of the said existing bridge, and the vesting of the site thereof and of the abandoned portions of road in the County Council of the West Riding of the county of York or such other local road authority, body or person, as the Bill may provide.

Work B.—A widening of the existing road and bridge crossing the River Aire and known as Cottingley Bridge, between points respectively 72 yards and 158 yards measured in a northerly direction along the centre line of the main Bradford and Keighley-road from the milestone indicating the distance of 1 mile from Keighley.

Work C.—A widening or rounding off on the west side of Baildon-road at Delph Head between points respectively 302 yards and 440 yards south from the south-west corner of Low Baildon-road.

Work D.—A widening and diversion of the main Bradford and Otley-road commencing at a point 20 yards south-west from the milestone indicating the distance of 4 miles from Otley, and terminating at a point 200 yards measured along the centre line of the existing road in a north-easterly direction from that milestone.

Work E.—A widening on both sides and a diversion of Church-lane and its continuation Menstone-lane from the junction in the parish of Menstone in the rural district of Wharfedale of Church-lane with Main-road to a point in the parish and urban district of Burley-in-Wharfedale measured along the centre line of Church-lane and Menstone-lane, for a distance of 1,382 yards from the said junction of Church-lane and Main-road, and in connection therewith the diversion and reconstruction of the bridge carrying Menstone-lane over the Ilkley extension of the Midland Railway between points 70 yards south and 70 yards north from the middle of the centre arch of the existing bridge measured along the centre line of the road.

Work F.—A widening on both sides and diversion of Menstone-lane commencing at a point in line with the base of the south abutments of the bridge carrying the Midland and North-Eastern Joint Railway over Menstone-lane and terminating at the junction of Menstone-lane with the Main Skipton and Leeds-road,

Work G.—A widening and rounding off of the north-east corner of the Main Skipton and Leeds-road at its junction with the Main Skipton and Otley-road, commencing at a point in the Main Skipton and Leeds-road 22 yards south from the north-east corner of the Main Skipton and Otley-road and terminating at a point in the Main Skipton and Otley-road 135 yards measured in an easterly direction from that corner.

Work H.—A widening of the Main Skipton and Otley-road on its northern side, commencing 30 yards west from a point in line with the north-east side of Eastfield-lane, and terminating 80 yards east of that point.

Work I.—A widening on the south side of the Main Skipton and Otley-road between points respectively 65 yards and 200 yards east of the north-east corner of Eastfield-lane.

Work J.—A widening and diversion of the Main Skipton and Otley-road on its north side between points respectively 104 yards and 695 yards east of the north-east corner of Eastfield-lane.

Work K.—A widening on the south side of the Main Skipton and Otley-road between points respectively 40 yards west and 40 yards east of the west gate-post of the entrance to Holme Lodge, commencing in the parish and urban district of Burley-in-Wharfedale and terminating in the parish and urban district of Otley.

Work L.—A widening on the south side of the Main Skipton and Otley-road commencing at a point 105 yards east of the Ordnance Bench Mark at the lodge entrance to Maple Bank, and terminating at a point 340 yards south-east from a point in line with the Ordnance Bench Mark on Mickle Ing-bridge, including the widening of that bridge.

Work M.—A widening of Main-street on the south-west side commencing at a point 55 yards north-west from the north-east corner of Victoria-road and terminating at a point 135 yards south-east from that corner.

Work N.—A widening on the south-west side of the Main Skipton and Otley-road commencing and terminating at points respectively 5 yards and 105 yards north-west from a point in line with the south-west corner of Leather Bank.

Work O.—A widening of the Main Skipton and Otley-road on the south-west side commencing at a point 35 yards west of a point in line with the western corner of the carriage entrance to Walton House and terminating at a point 60 yards east from that corner.

Work P.—A widening of the Main Skipton and Otley-road on the south side commencing at a point 45 yards east of a point in line with the milestone indicating the distance of 12 miles from Skipton and terminating at a point 55 yards west of that milestone.

Work Q.—A widening of the Main Skipton and Otley-road on the north side commencing at a point in line with the milestone indicating the distance of 12 miles from Skipton and terminating at a point 170 yards west of that milestone.

Work R.—A widening of the Main Skipton and Otley-road on the north side between points respectively 60 yards west and 73 yards east from a point in line from the west side of the entrance to Sunset-terrace.

Work A will be situate in the borough and parish of Keighley and the parish of East and West Morton in the rural district of Keighley.

Work B will be situate in the parish and urban district of Bingley.

Work C will be situate in the parish and urban district of Baildon.

Work D will be situate in the parish of Esholt in the rural district of Wharfedale.

Work E will be situate in the parish of Menstone in the rural district of Wharfedale and in the parish and urban district of Burley-in-Wharfedale.

Works F G H I J M N O P and Q will be situate in the parish and urban district of Burley-in-Wharfedale.

Work K will be situate in the urban district and parish of Burley-in-Wharfedale and in the urban district and parish of Otley.

Work L will be situate in the urban district and parish of Otley.

Work R will be situate in the urban district and parish of Ilkley.

5. The Bill may provide that the construction of so much of any tramway as is intended to be situate in any new street or road to be made or street or road to be widened under the Bill, or any existing Act shall not be commenced until such new street or road or street or road widening shall be approaching completion.

6. To exempt the Company from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

7. To empower the Company to deviate laterally and vertically from the lines and levels of the intended tramways and street works shown on the deposited plans and sections after mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Bill, and for the purposes of and in connection with the intended street works with the consent of the local authority, to make junctions and communications with any existing streets or roads which may be interfered with or intercepted by or be contiguous to such works, and to make diversions, widenings, or alterations of lines or levels of any existing streets or roads for the purpose of connecting the same with such works, or of crossing under or over the same.

8. 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, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein as may be necessary or convenient for the efficient working of the proposed tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works or buildings of the Company.

9. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

10. To empower the Company to work and use the proposed tramways and any tramways for the time being leased to, or run over, worked, or used by the Company, or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at, and applied from, stations or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such

power and partly by another such 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 Bill, 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 footway, footpath, street, road, place, railway, or bridge, pier or quay, such posts, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways, on, in, under, or over any such surface, and remove such lamp-posts, pillar-boxes, and other erections, and to attach to any house, building, bridge, or existing lamp-post or standard such supports, brackets, and fittings as may be necessary or convenient either for the actual construction and working of the tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company for the purpose of working the tramways and of the Bill, to erect engines and machinery, and to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to such electrical or other mechanical power.

11. To enable the Company to levy and recover tolls, rates, and charges for the use of the proposed tramways and 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 payments of such tolls, rates, and charges, and to alter existing tolls, rates, and charges, and any exemptions therefrom.

12. To reserve to the Company 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 rail.

13. To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road, or bridge, materials excavated or removed by them during the construction of any of the proposed tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

14. To authorize the Company, when, by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road or place or otherwise in which any tramway, channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid or any part thereof, to make in the same or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require a temporary tramway, channel, conduit, or electric line or temporary tramways, channels, conduits, or electric lines in lieu of the tramway, channel, conduit, or electric line or part of a tramway, channel, conduit, or electric line so removed or discontinued to be used or intended so to be.

15. To empower the Company to widen, where necessary, the carriage road along which the proposed tramways are to be laid, by reducing the width of the footpath or otherwise.

16. To empower the Company on the one hand, the County Council of the West Riding of the County of York, the Corporation of the Borough of Keighley, the Urban District

Councils of Shipley and Bingley, and any other local authority or other bodies or persons, or any of them, having respectively the control or management or the duty of directing the repairs of any footways, footpaths, streets, roads, bridges and places respectively within the said borough and of the parishes and places mentioned in this Notice, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill, and, in particular, with respect to the street works and the contribution by such authorities, or any of them to the expense thereof, the alteration of the widths or levels of any of the said footways, footpaths, streets, roads, piers, or places, and the laying down, placing, altering, maintaining, renewing, repairing, and working, and the using by the Company of the proposed tramways, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and the use of any existing lamp-posts or standards for the affixing thereto of brackets for the support of any trolley line and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways, or any of them, or of any lands and properties acquired by the Company for the purposes of the proposed street works or otherwise by the said county council, corporation, or such local authority, body, or person, and to confirm any agreements entered into or to be entered into with the said county council, corporation, or any such local authority, body, or person with respect to any of the aforesaid purposes.

17. To extend the time limited by section 43 of the Tramways Act, 1870, within which the Company may be required to sell their proposed undertaking or any part thereof to the local authority, and so far as necessary for such purpose and for altering and determining the terms, price, and conditions of such sale, to alter, amend, extend, or to repeal the said and other sections of that Act.

18. To empower the Company to enter into an agreement or agreements and arrangements with the Urban District Council of Shipley with reference to the running over or use or the construction by the Company or otherwise of the tramways authorized by the Shipley Improvement Act, 1901, or any part or parts thereof, or for leasing and working the same and any other tramways of that Council, and so far as may be necessary in that behalf or expedient to amend, extend or repeal all or some of the provisions of that Act, and of the Shipley Tramways Orders 1881 and 1885, and to sanction and confirm any agreement or agreements made or to be made touching any of the matters aforesaid.

19. To authorize the Company to contribute towards the cost to be incurred by the Urban District Council of Bingley in making the new road authorized by the Bingley Urban District Council Act, 1901, and therein described as "Street Work No. 3," commencing in Main-street, Bingley, and terminating in the Bradford and Keighley-road, such sum as may be agreed upon between the Company and the said Council or as the Bill may prescribe, or to authorize the Company to undertake the construction of the said new road in lieu of and relieve the said Council from liability in respect thereof.

20. To empower the Company to cut, lop off, and remove any trees planted in or near any

street, road, or place along or across which any of the proposed tramways are laid or the branches of any such trees, which may interfere with the construction or working of the tramways or trolley wires, or the clear and safe passage of the tramcars and the passengers thereon, and to erect a waiting room or rooms for passengers on the roadway at the junction of the Skipton and Otley-road with the Skipton and Leeds-road mentioned in Work G aforesaid.

21. The Bill may if deemed expedient confer all or some of the intended powers with respect to the proposed tramways and street works upon the County Council of the West Riding of the County of York, the Corporation of the borough of Keighley, the Urban District Councils of Shipley, Bingley, Baildon and Burley-in-Wharfedale and the Rural District Council of Keighley and the Rural District Council of Wharfedale or any one or more of them, and enable the said County Council, Corporation and District Councils either themselves or jointly with the Company to execute those works or some of them, and empower them to borrow money for the purposes of such works on the security of their funds, rates and revenues.

22. To empower the Company to enter into and carry into effect agreements with any corporation, urban district council, company, body, or person for the supply by the said corporation, urban district council or such company, body, or person of electrical energy for the purposes of the Bill, and for working and lighting the tramways whether within or without the area of supply of such corporation, urban district council, company, body, or person, and to authorize such corporation, urban district council, company, body, or person, or the Company for the purpose of such supply to lay pipes, tubes, and wires to or from any generating station or stations of such corporation, urban district council, company, body, or person from or to the proposed tramways of the Company, across or along any roads, streets, bridges, or places within all or any of the parishes and places mentioned in this Notice, so as to connect the tramways with such generating station or stations.

23. To authorize the Company to apply for Provisional Orders under the Electric Lighting Acts, 1882 and 1888, and to take a transfer of any Order or Orders made or to be made under those Acts.

24. To empower the Board of Trade from time to time to make and the Company to enforce bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof or of the provisions of the Bill.

25. To enable the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of the capital to be raised under the Bill or any funds of the Company, from time to time, interest or dividends on any shares or stocks of the Company during the construction of the proposed tramways and other works, or any of them, and until the completion thereof respectively or until such other time as may be prescribed by the Bill.

26. To enable the Company to sell or to lease, either in perpetuity or for a limited period, their undertaking and works, or any

part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee all or any of the powers and Undertaking of the Company, and to empower any such authority to grant and the Company to take a lease of the same on such terms and conditions and for such period as may be agreed.

27. To provide for the appointment of an auditor or auditors of the Company and the holding of the ordinary meetings of the Company once instead of twice in each year.

28. To incorporate in the Bill the Lands Clauses Acts, 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, the Electric Lighting Acts, 1882 and 1888, the Shipley Improvement Act, 1901, and all other Acts and Orders relating to the Shipley Urban District Council; the Shipley Tramways Order, 1881, the Shipley Tramways Order, 1885; the Bingley Urban District Council Act, 1901, and all other Acts and Orders relating to the Bingley Urban District Council, and all other Acts of Parliament and Orders, if any, relating to, or which may be affected by, or interfere with, the objects of the Bill.

29. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill and of such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges, and all such powers, other than those hereinbefore mentioned, on the Company as may be requisite or necessary for the purposes of the Bill.

30. And notice is hereby further given that plans and sections in duplicate of the proposed tramways and street works, and the lands, houses, and other property which will or may be taken or used for the purposes thereof, or 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 on or before the 29th 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 on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the areas hereinafter mentioned, and a copy of this Notice, as published in the London Gazette, will be deposited as follows:—

So far as relates to the borough of Keighley with the Town Clerk of such borough, at his office at Keighley.

So far as relates to the urban districts of Bingley, Baildon, Burley-in-Wharfedale, Ilkley and Otley, with the Clerk of the Council of each such urban district at his office.

So far as relates to the parishes of Esholt and Menstone in the rural district of Wharfedale, and of East and West Morton, in the rural district of Keighley, with the Clerk of the Parish Council of each such parish at his office, or, if he has no office, at his residence, or if there is no Clerk, with the Chairman of such parish council at his residence.

So far as relates to the parish of Hawks-worth and the parish or extra parochial place of Denton, comprised in the rural

district of Wharfedale, and not having a parish council, with the clerk of the council of such rural district at his office at Otley.

31. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

WADE, BILBROUGH, BOOTH and Co.,
8, Piccadilly, Bradford, Solicitors for
the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-
street, Westminster, S.W., Parlia-
mentary Agent.

In Parliament.—Session 1903.

**GREAT NORTHERN PICCADILLY AND
BROMPTON RAILWAY.**

(Various Powers.)

(Additional Lands, Down-street, Piccadilly, Long Acre, and Great Queen-street, Holborn; Exemption from Section 92 of the Lands Clauses Act; Compulsory Purchase of Land and Easements; Appropriation of Sub-soil; Stations and other Works; Amendment of Brompton and Piccadilly Circus Railway Act, 1897, and Brompton and Piccadilly Circus Railway Act, 1902; Holding and Disposal of Lands; Additional Capital; Confirmation of Agreements with Metropolitan District Railway Company and Metropolitan District Electric Traction Company; Working and other Agreements with other Companies; Alteration of Tolls, Fares, and Charges; Change of Name of Company; Extension of Powers of Agreement with other Companies; Amending Section 40 of Act of 1902; Release of Certain Deposit Funds; Payment of Interest out of Capital.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Great Northern Piccadilly and Brompton Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for all or some of the following among other purposes (that is to say):—

To authorize the Company, for the purposes of the intended Act and for other purposes connected with the Company's Undertaking, to purchase and take, by compulsion or agreement, the lands, houses and other property shown on the plans to be deposited as hereinafter mentioned, or easements in or under the same, which said lands are situate in the county of London, and are as follows (that is to say):—

In the parish of St. George Hanover-square, in the city of Westminster, certain lands, houses and premises being portions of premises known as Nos. 23 and 24, Down-street, Piccadilly, and stables and stableyard situated in Down-street-mews, adjacent thereto.

In the parish of St. Martin-in-the-Fields, in the city of Westminster, certain lands, houses and premises being portions of premises abutting on the northern side of Long Acre, extending from Upper St. Martin's-lane to Endell-street.

In the parish of St. Giles-in-the-Fields, in the Metropolitan borough of Holborn, certain lands and buildings situate on the eastern side of and at a distance of 20 yards or thereabouts from Little Queen-street, on which lands the eastern side of the new street (Holborn to Strand) authorized by the London County Council (Improvements) Act, 1899, now in course of construction, is intended to abut such lands extending from Great Queen-street on the south to or near to High Holborn on the north.

To empower the Company, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to purchase and take part of any house, building or manufactory, or any easement therein or thereunder, without being required or compelled to purchase the whole of such house, building, or manufactory, and to appropriate, with or without payment therefor, and use the subsoil and under surface under any street, road, land or houses, building or premises.

To authorize the Company to construct stations, buildings, shafts, lifts, tunnels, subways and conveniences connected therewith, on the lands hereinbefore described as intended to be taken.

To repeal or vary sections 68 and 69 of the Brompton and Piccadilly Circus Railway Act, 1897, of which the marginal notes are "For the protection of Lady Cholmley and the Cavalry Club," and "For the protection of the Sutton Estate and lessees of that estate."

To repeal or alter the following sections of the Brompton and Piccadilly Circus Railway Act, 1902 (hereinafter called "the Act of 1902"), in so far as they relate to certain Bills or Acts in contemplation, but ultimately not passed by Parliament, viz: section 11, "Procedure where more than one company concerned"; section 31, "Provisions operative if pending Piccadilly City and North-East London Railway Bill pass into an Act"; section 32, "Provisions operative if pending London United Electric Railways Bill pass into an Act"; section 39, "For protection of Hyde Park Hotel Limited."

To change the name of the Company and of their Undertaking to such name as the Bill may prescribe.

To repeal, vary, and extinguish all rights and privileges connected with lands, houses, buildings, and property acquired under the powers of the intended Act, and the subsoil of and under such lands and houses, and to confirm any contract, agreement, or conveyance made, or to be made, for the purchase or acquisition of the said lands, and to apply the Company's funds to the purpose aforesaid.

To authorize the Company to build, sell, lease, let, or otherwise deal with or dispose of buildings on or over any lands acquired or to be acquired by them, and to sell and dispose of the freehold or other interests of and in any houses and buildings, or parts thereof, over any of their stations or the sites thereof, and also rights to build on or over any of their stations or the sites thereof, and to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands, and to confer upon the Company power to acquire leasehold interests in land, and use lands held on lease for purposes of their Undertaking.

To authorize the Company for the purposes 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 extend to the South Eastern and Central London Railway Companies and to the London United Tramways (1901), Limited, the powers of agreement which by section 60 of the Act of 1902, are conferred upon the several Companies therein mentioned, and to extend the powers and provisions of that section to all the intended railways and works of the Company, and to extend the powers conferred on the Com-

pany and the Underground Electric Railways Company of London, Limited, by section 62 of the Act of 1902, with respect to the Undertaking of the Company therein mentioned to all or any other railways and works of the Company.

To confirm and carry into effect, with or without modification, the following agreements, viz.:—(1) An agreement dated 17th day of April, 1902, between the Metropolitan District Railway Company of the one part and the Company of the other part, relating to the construction of a portion of the railway authorized by the Metropolitan District Railway Act, 1897; (2) An agreement made the 28th day of April, 1902, between the Metropolitan District Railway Company of the first part, the Metropolitan District Electric Traction Company Limited of the second part, and the Company of the third part, relating to the supply of electrical power to the Company from the generating station now being erected by the Metropolitan District Railway Company at Lots-road, Chelsea.

To alter and amend any provisions of the Company's Acts with respect to the tolls, fares, and charges which they are authorized to demand and levy.

To alter and amend some of the provisions of section 40 of the Act of 1902, which prohibit or restrict building upon land acquired by the Company.

To authorize and provide for the transfer and payment out of Ofurt of a portion of the deposit fund in relation to the application for the Great Northern and Strand Railway Act, 1902.

To incorporate with the Bill all or any of the provisions of the Lands Clauses Acts, and to make applicable for the purposes of the intended Act all or any of the provisions of the Company's Acts, 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 of the Company's railways and works, 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, the Act of 1902, and any other Act relating to or affecting the Company; the Great Northern and Strand Railway Acts, 1899 and 1902; 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 Act 6 Will. IV, cap. 75, or any other Act relating to or affecting the South Eastern Railway Company; and the Central London Railway Act, 1891, or any other Acts relating to or affecting the Central London Railway Company.

And notice is hereby given, that on or before the 29th day of November instant, duplicate plans showing the lands to be purchased or acquired by compulsion under the powers of the intended Act, with a book of reference thereto, and a copy of this Notice as published in the London Gazette

will be deposited for public inspection as follows (that is to say):—

With the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green.

And that on or before the said 29th day of November instant, a copy of so much of the said plans and book of reference as relates to each of the areas hereinafter mentioned in which any lands to be taken, acquired or used compulsorily under the powers of the intended Act 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 parishes of St. George Hanover-square, and St. Martin-in-the-Fields, and city of Westminster, with the Town Clerk of that city, at his office at the Westminster City Hall, Charing Cross-road.

As regards the parish of St. Giles-in-the-Fields, and metropolitan borough of Holborn, with the Town Clerk of such borough at his office at 197, High Holborn, W.C.

Printed copies of the Bill for the intended Act will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

BAXTER and Co., 12, Victoria-street,
Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1903.

LLANDRINDOD WELLS IMPROVEMENT.

(Compulsory Purchase of Lands; Exemption of Section 92 of Lands Clauses Consolidation Act, 1845; Bye-laws; Purchase of Lands for Recreation Grounds and other purposes; Erection and Maintenance of Concert, Reading, Refreshment Rooms in Recreation Grounds; Charges for Admission thereto; Regulations as to Use and Enjoyment of Recreation Grounds; Advertising District; Markets and Slaughterhouses; Public Offices; Mineral Springs, Pump Rooms and Baths; Band of Music; Powers as to Infectious Diseases; Penalty for Selling Milk of Diseased Cows; Powers for dealing with Tuberculosis; 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; Form of Demand Note for Rates; Power to Grant Gratuities to Officers; Bye-laws; Penalties; Incorporation, Amendment and Repeal 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 Llandrindod Wells (hereinafter referred to as "the Council") for an Act for all or some of the following purposes and objects (that is to say):—

To authorize the Council to acquire certain lands, situate in the parishes of Cefnlllys Urban and Llandrindod Urban, and within the district and adjacent thereto, and containing 5 acres, or thereabouts, and forming part of certain lands described in the Swydd Neithin Inclosure Award, 1870, together with all rights in connection therewith, and to authorize the Council to lay out the same as recreation grounds, or use the same for other public purposes, subject to the right to use parts thereof for streets and footpaths, and to exchange lands.

To authorize the Council to acquire by agreement or lease lands in the district, or its vicinity,

and lay out the same as golf links, and to erect a golf-house and other buildings; and to charge for the use thereof.

To authorize the Council to erect, provide, equip, maintain, furnish and let waiting, refreshment, assembly, concert and other rooms, saloons and pavilions for the performance of music, and other public entertainments and assemblies, shops and other places and conveniences in the pleasure or recreation grounds belonging to or held by them, and to charge for the admission 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 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, to provide apparatus for games, to set apart portions of pleasure grounds for games, to close pleasure grounds for special purposes, to provide that the pleasure grounds shall be deemed streets for certain purposes, to authorize the Council to provide and let chairs therein and to pay or contribute to a public band of music for the district.

To empower the Council for the purposes of the intended Act (including the provision of public offices and market hall) to purchase or acquire, by compulsion or agreement, or to take on lease and hold lands or houses, rights or easements, and to empower the Council to appropriate to all or any of the purposes of the intended Act or otherwise any lands for the time being vested in them.

To authorize 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, and to sell, lease and dispose of any lands acquired by them, and to exempt the Council from the operation of section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Council to extinguish, vary or modify all public rights of way and other rights which would impede, interfere with or be inconsistent with the purposes of the intended Act.

To authorize the Council to erect and maintain a pump room or rooms with or without baths of all kinds upon lands now belonging to them or to be acquired by them, or upon any portion of the recreation grounds, and to enable the Council to supply mineral and medicinal waters, and to charge for admission to such pump rooms or baths or for the waters so supplied.

To empower the Council to advertise the pump room and mineral waters, and to pay the cost thereof out of the revenues or surplus funds of the Council.

To enlarge the powers of the Council with regard to markets, to enable the Council to provide general markets, to prohibit holding of markets in streets, and sale of articles and things except in markets or shops, to levy tolls on market produce, goods and baskets, and also on articles and things sold in the open streets or from door to door.

To make better provisions in regard to slaughter-houses, and the slaughtering of horses, cattle, sheep and other animals, and particularly to prohibit the slaughter of any animal except in the Council's slaughter-houses, when provided, and to provide for the giving of notice in case of change of occupation of a slaughter-house, to give the Council discretionary power in granting slaughter-house licenses, to restrict the user of licensed premises to the licensees, to define the times when slaughtering shall take

place, and to provide for the licensing of slaughtermen.

To confer on the Council larger powers than they now possess with regard to infectious diseases, including amongst others the following powers (that is to say):—Requiring cowkeepers, persons engaged in washing and mangling clothes, and principals of schools to furnish lists of customers, owners of clothes, and pupils respectively in certain cases; to enable the Council to provide nurses; 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 and persons ceasing employment for loss; to make provision for protection against infection of books from lending library; to enable the Council to remove persons on account of the existence of infectious diseases; to pay the expenses of persons in hospital; to regulate the manufacture and sale of ice creams; to empower medical officer to examine school children; and to impose penalties on persons allowing infected children to attend school.

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 udders, and for taking samples of milk within the district for the purpose of bacteriological examination, and for entry of the medical officer of the district or a specially authorized 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 suffered from diseased udders, and for preventing the milk of cows so affected being offered for sale within the district, and for imposing penalties with reference to the matters aforesaid.

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, to require means of escape from buildings in case of fire, as to temporary and movable 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 and to declare where streets begin and end, and to prohibit the erection of new buildings until line of street defined, intersecting streets, to make provision with regard to the height of buildings and chimneys, to make bye-laws with regard to building materials, and to prohibit their deposit in streets without the consent of the Council, to exempt the Council from damages in executing works for owner except in cases of negligence, to provide for the recovery of damages caused to footways by excavations, 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 paving of yards, and the lopping of trees or shrubs overhanging streets and footpaths, to prohibit the improper use of lock-up shops and other places of business for purposes of habitation, to prohibit the burning of bricks within 200 yards of any dwelling-house except in an existing brick yard, to make provision for the prevention of the formation of cul-de-sac, and to authorize the Council to charge for removing trade refuse.

To confer on the Council further powers with regard to sanitary matters, including the following, viz.:—The filling up of cesspools, empower-

ing the medical officer to test drains, extending section 41 of the Public Health Act, 1875, enabling the Council to provide lavatories, requiring urinals to be attached to refreshment-houses, providing that cisterns liable to contamination and prevention of projections over streets, providing that soil pipes shall be properly ventilated, that rain-water pipes shall not be used as soil pipes, that owners may be required to provide proper sinks and drains for buildings, and sanitary dustbins, imposing penalties on owners of houses without proper water supply, cleansing of cisterns, making provisions as to reconstruction of drains, the improper construction or repair of water-closets or drains, and as to wilful damage to drains, providing for the purification of filthy clothing, requiring old drains to be laid open for examination before communicating with sewers, enabling the Council to require water-closets to new buildings, providing for the conversion of existing closet accommodation to water carriage system, extending the definition of nuisance, and enabling the Council to provide ambulances.

To confer on the Council further powers with reference to police and street traffic, and in particular to restrict advertisements on vehicles and hoardings, to regulate or prohibit the use of sky signs, to require dangerous places to be repaired or enclosed, to provide that unfenced ground adjoining a street shall be a public place for the purposes of the Vagrancy Acts, to authorize the Council to license shoeblacks, to empower police constables to enter premises in case of fire, and to provide that the captain of the fire brigade shall have control of operations at fires, to require street musicians, gipsies and vagrants to depart on request, to prohibit roundabouts and circuses, to require notice to be given of processions through the streets, and to enable the Council to advertise the district and to deal with stray dogs.

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 carriages at 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 for hackney carriages, taking up and setting down passengers within the district, but which go outside the district.

To enable the Council to deal more effectively with bicycles, motor-cars and other vehicles driven at high speed through the district.

To empower the Council to borrow money for all or any of the purposes of the intended Act and for such other purposes as may be prescribed or authorized by the intended Act, and to charge the money so borrowed and interest upon the security of the whole or part of the revenues and undertakings and property for the time being of the Council or some of them, and on any other funds and rates 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 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.

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 matters referred to in this Notice, 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.

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.

To authorize the Council to collect all rates within the district and to make other provision with regard to the collection of rates.

To authorize 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 authorize the sums to be paid out of the funds of the Council to such purposes.

To make provision generally with regard to the health and local government of the district, and to confer upon the Council powers in excess of the general law now usually granted in Improvement Acts.

To extend the time for the compulsory purchase of lands under the powers of Llandrindod Wells Water Act, 1901.

To incorporate, with alterations and amendments, and to apply, amend, alter or repeal all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):—The Lands Clauses Acts; the Towns Improvement Clauses Act, 1847; the Town Police Clauses Acts, 1847 and 1889; the Local Loans Act, 1875; the Public Health Acts; the Infectious Diseases Notification Act, 1889; and the Infectious Diseases Prevention Act, 1890, and all Acts amending the said Acts respectively, or any of them.

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 Llandrindod Wells Water Act, 1901, and all other Acts and Orders relating to the Council.

And notice is hereby also given, that on or before the 30th day of November instant, plans showing the lands intended to be taken compulsorily 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 Radnor, at his offices at Rhayader, and with the Clerk to the Urban District Council of Llandrindod Wells, at his office.

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, 1902.

D. C. DAVIES, Clerk to the Council, Llandrindod Wells.

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

In Parliament.—Session 1903.

NORTH WESTERN ELECTRICITY AND POWER-GAS.

(Incorporation of Company; Power to establish Generating Stations and Supply Electricity and Construct Works and Supply Power-Gas for Power, Heating, &c., in the Counties of Chester, Stafford, Derby, Flint, and Denbigh; Compulsory Purchase and User of Lands, Easements, &c.; Power to break up Streets, &c., and to lay Pipes, Wires, &c., and exercise other Powers; Abstraction of Water from Canals, &c.; Rates and Charges; Provisions as to Supply; Agreements with and Powers to Local Authorities, Companies and Bodies; Incorporation and Amendment of Acts, &c.)

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 all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company").

To confer upon the Company all necessary and proper powers for the purposes hereinafter mentioned, or some of them (that is to say):—

To authorize the Company to manufacture, sell, store, and supply, within an area hereinafter defined, electricity for power and lighting, and power-gas for motive, or other power, heating or for any other purpose (except so far as regards gas, illumination), to which such electricity and power-gas can be applied, and to manufacture, supply, or let on hire, machinery and apparatus of any description, for, or in connection 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, and any estates, rights or interests therein or any easements over the same (that is to say):—

(a) Certain lands containing 7 acres or thereabouts in the township and parish of Sutton in the rural district of Runcorn in the county of Chester, being a portion of a parcel of land numbered 82 on the Ordnance Map (scale $\frac{1}{25000}$ 2nd edition, 1898) bounded on the south-west by the towing path of the River Weaver Canal, on the north-east by a road called Rock Savage-road, leading from Frodsham to Runcorn, on the south-east partly by a boundary fence of the Sutton Dock, and partly by an imaginary line being a continuation in a direct line of the said fence from its commencement at the said towing path, and continued so as to meet the aforesaid Rock Savage-road, and on the north-west by an imaginary line parallel to the said south-eastern boundary line, and at a distance of $5\frac{1}{2}$ chains therefrom and extending from the towing path of the canal aforesaid to the said Rock Savage-road.

(b) Certain lands containing $11\frac{1}{2}$ acres or thereabouts situate in the parish of Stone Rural in the rural district of Stone, in the county of Stafford, marked on the Ordnance Map (scale $\frac{1}{25000}$ 2nd edition, 1901), numbered 1737, 1745, 1746, bounded on the north-west by land belonging or reputed to belong to William Robert Parker-Jervis, and numbered 1736 and 1738 on the said map, on the south-east by White Bridge-lane leading from the Top Meaford-road to

the Newcastle-road, on the north-east in part by the North Staffordshire Railway, and in part by land belonging to the said North Staffordshire Railway Company, and on the south-west by the Trent and Mersey Canal.

(c) (1) Certain lands containing 4.014 acres or thereabouts situate in the urban district of Bollington in the county of Chester, bounded on the south by two plots of land numbered 81 and 85 on the Ordnance Map (scale $\frac{1}{25000}$ 2nd edition, 1898), on the west by the Macclesfield Committee Railway, on the east by the towing path of the Macclesfield Canal, and on the north by the boundary of the urban district of Bollington as denoted on the said Ordnance Map by a dotted line.

(2) A piece of land containing .570 acres or thereabouts, situate in the said urban district of Bollington, being a portion of the plot of land numbered 155 on the said Ordnance Map, bounded on the west by the Macclesfield Committee Railway, on the south by a plot of land numbered 79 on the said map, and abutting upon a portion of the northern boundary of the before mentioned lands, on the north by a road known as Grimshaw-lane, and on the east by an imaginary line drawn from a point on the northern boundary of the said plot of land, numbered 79, at a distance of 36 feet, in an easterly direction, from the boundary fence of the said Macclesfield Committee Railway, and running parallel to such fence, and at such distance therefrom, in a northerly direction, to the said Grimshaw-lane.

(d) Certain lands containing 2.968 acres or thereabouts, situate at Acrefair, in the parish of Cefn, in the rural district of Wrexham, in the county of Denbigh, numbered 599 and 607 respectively on the Ordnance Map (scale $\frac{1}{25000}$, 2nd edition, 1899), bounded on the north and north-west by a plot of land numbered 606 on the said map, on the west and south-west by the Pont Cysyllte branch of the Great Western Railway, on the south-east by the main road leading from Llangollen to Ruabon, on the east by a reservoir and the land surrounding the same and forming part thereof, numbered 598 on the said map and on the north-east by the Black Lion-road.

To empower the Company upon all or any of such lands and premises or any part thereof respectively to erect, maintain, work and use a station or stations and works for generating, transforming, transmitting, conveying, manufacturing, producing and distributing electricity and power-gas, and for the manufacture and conversion of any materials or residual products arising from or in the process of manufacture of electricity or power-gas, with all necessary dynamos, batteries, accumulators, motors, generators, engines, producers, retorts, plant, machinery, works, buildings, appliances, apparatus and conveniences for that purpose, and to generate, transform, transmit, convey, store, manufacture, produce, supply, sell and distribute such electricity or power-gas, and to convert all materials or residual products obtained from the manufacture of such electricity and power-gas and to sell and deal therein.

The area of supply hereinbefore referred to and over or within which powers are proposed to be conferred upon the Company by the intended Act comprises the following:—The

whole of the county of Chester; that portion of the county of Stafford lying north of the southern boundary lines of the rural districts of Tutbury, Uttoxeter, Stafford, and Gnosall, and inclusive of the above said districts; that part of the county of Derby which lies to the north-west of the boundary between the Unions of Chapel-en-le-Frith and Bakewell; that portion of the county of Flint, comprising the borough of Flint, the urban districts of Buckley, Connah's-quay, Mold and Holywell, and the rural districts of Holywell and Hawarden, and that portion of the county of Denbigh comprising the borough and rural district of Wrexham.

To empower the Company within such area to purchase and dispose of land or interests, or easements, in or over lands, and to erect, maintain, manufacture, repair, work, use, produce, store, supply, sell and let stations, storehouses, buildings, dynamos, accumulators, engines, batteries, machinery, vessels, producers, retorts, works, plant, stock, electricity, meters, fittings, lamps, motors, and apparatus, and to exercise such powers and to do such work and to supply such materials as may be necessary or convenient in and for the production, storage, transmission, conveyance, measurement, distribution, and supply of electricity and power-gas as aforesaid or otherwise carrying on the undertaking of the Company.

To authorize the Company to open, break up and interfere with streets, roads, public places, ways, footpaths, towing paths, railways, tramways, bridges, rivers, canals, culverts, sewers, drains, pipes, telegraphs, telephones, or pneumatic tubes, wires and apparatus, and to lay down, set up, maintain, renew or remove, alter or otherwise interfere with either above or under ground pipes, mains, tubes, wires, casings, troughs, inspection chambers and boxes, posts, apparatus and other works, including pipes for conveying water, and for those purposes or any of them to exercise the powers or some of the powers of the Gasworks Clauses Acts, 1847 and 1871, and the Waterworks Clauses Act, 1847, whether with or without modification or amendment.

To authorize the Company to take, acquire, and use compulsorily or by agreement, easements, or rights of access, in, over and under, (1) the towing path of the Macclesfield Canal in the urban district of Bollington aforesaid, from the property numbered 75 to the said canal, and (2) from the property numbered 77, across the property numbered 15⁶, in the said urban district, to the said canal, all such numbers being shown on the said Ordnance Map (scale, $\frac{1}{2500}$ 2nd edition, 1898), and to empower the Company to break up the surface of the said towing path and property, to erect, lay down, maintain, use, repair, remove and inspect pipes, cables, wires, posts, cranes, and apparatus therein, thereover, and thereunder.

To authorize the Company to abstract and utilize for condensing and other purposes the waters of the Macclesfield Canal.

To make provision for the inspection and testing of mains, pipes, conductors and works, for the appointment and remuneration of electric and gas inspectors, and for the supply, use, inspection, testing, and certifying of meters, fittings, and instruments.

To authorize the Company to enter upon any houses, buildings or land supplied or proposed to be supplied with electricity or power-gas for any purposes relating to such supply.

To authorize the Company to take, collect

and recover rates, rents and charges for the supply of electricity and power-gas, and any materials or residual products resulting or arising therefrom, and the use of any lands, buildings, engines, producers, machinery, dynamos, lamps, motors, batteries, fittings, or other apparatus connected therewith, and to provide for regulating the method of charging for electricity and power-gas or materials and residual products, and the dividends to be paid and the profits to be made by the Company.

To make special provision with respect to the rights and obligations of the Company to afford a supply of electricity and power-gas and the terms and conditions on which such supply will be afforded.

To authorize the Company and any local authority, company, body, or person within the area of supply to enter into and carry into effect agreements with respect to all or any of the following matters (that is to say) :—

The supply by or to the Company to or by such local authority, company, body or person of electricity or power-gas, plant, fittings or materials.

The prices to be charged for and the terms and conditions of such supply.

The execution on behalf of the Company by such local authority, company, body or person of any works in reference to the supply or use of electricity or power-gas or the exercise of any of the powers of the Company on or affecting any property of or under the control of such local authority, company, body or person.

The supply by such local authority, company, body or person of water to the Company for condensing and other purposes of their Undertaking, and to confer all necessary powers on any such authority, company, body or person to enable them to carry out the provisions of any agreement, and to confirm and give effect to any such agreement.

To exempt from distress or seizure under any process of law any electrical and gas fittings, meters, plant, machinery or other things let by the Company for hire or disposed of in terms of payment by instalments.

To make, alter and rescind regulations and bye-laws relating to the use, misuse or waste of electricity and power-gas, and to impose and recover penalties for breach of any such regulations.

To authorize the Company to acquire, work and use patents and patent rights or licenses, and to sell any patents or other rights which they may acquire, or to grant licenses to use the same.

To incorporate with the Bill, with or without alteration or modification, the Companies Clauses Consolidation Act, 1845, and any Acts amending the same, and the Lands Clauses Acts, and to extend and apply to the proposed Undertaking and works, and to the Company with or without exception or variation all or such of the provisions of the Gasworks Clauses Acts, 1847 and 1871, and of the Electric Lighting Acts, 1882 and 1888, and the Acts incorporated therewith, and of the schedule to the Electric Lighting (Clauses) Act, 1899, as may be thought expedient and applicable, and to exempt the Company from or apply to the Company in a modified form, all or any of the provisions of those Acts, and especially, but not exclusively, of those following (that is to say) :—

(1) Section 13 of the Electric Lighting Act,

1882, and section 15 of the schedule to the Electric Lighting (Clauses) Act, 1899, with respect to the breaking up of streets not repairable by the local authority, and of railways, tramways, and canals, and the provisions of the said Acts with regard to lines above ground, and also the provisions of the Electric Lighting Act, 1888, with respect to the purchase of the Undertaking by local authorities.

(2) The provisions of the schedule to the said Act of 1899, with respect to the following matters (that is to say):—Security and accounts, compulsory works, supply, price, electric inspectors, testing, inspection, nuisance and revocation of powers.

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

And notice is hereby also given that on or before the 30th November instant, plans showing the lands proposed to be purchased or acquired compulsorily, 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 Chester, at his office at Northgate House, Chester, with the Clerk of the Peace of the county of Stafford, at his offices in Martin-street, Stafford, and with the Clerk of the Peace of the county of Denbigh, at his office at Ruthin, 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 hereinbefore mentioned in which any of such lands are situate together with a copy of this Notice as published in the London Gazette, will be deposited as follows:—

In the case of any county or other borough with the Town Clerk of such borough at his office. In the case of any urban district, not being a borough, with the Clerk of the District Council at his office. In the case of any parish having a Parish Council, with the Clerk of the Parish Council at his office, or if there be no clerk with the Chairman of that Council at his residence; and in the case of any parish comprised in a rural district, and not having a parish council with the Clerk of the District Council at his office.

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 17th day of November, 1902.

ROWCLIFFE and Co., 37, Cross-street,
Manchester, Solicitors for the Bill.

FOWLER and Co., 28, Victoria-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

DERBY GAS.

(Extension of Area of Supply; Consolidation and Conversion of Capital; Additional Capital Powers; Special Auction Clauses; Cancellation of Stock and Unclaimed Dividends; Renewal and other Funds; Half-Yearly Dividends and Declaration by Directors; Fluctuating Price and Dividend; Sliding Scale; Maintenance of Existing and Construction of New Gas Works; Purchase, Sale, and Disposal of Land; Dwelling Houses for Employees; Regulation of

Internal Fittings; Breaking up Private Streets and Roads; Miscellaneous Provisions Incidental to the Supply of Gas; Meetings; Directors; Votes; Testing and Illuminating Power of Gas; Amendment of Section 89 of Derby Gas Act, 1852; Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Derby Gas Light and Coke Company (hereinafter referred to as "the Company") 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:—

To extend the area of supply of the Company so as to include the parishes of Chellaston, Elvaston, Aston-on-Trent, Shardlow, and Great Wilne, all in the county of Derby, and to enable the Company to exercise within the area of supply, as proposed to be extended, all the powers exercisable by them within their present area of supply, including the powers of breaking up streets and roads, and levying and recovering rates, rents and charges for the supply of gas, and of apparatus used in the consumption of gas.

To provide for the consolidation and conversion of the existing ordinary capital of the Company into one class of stock with an uniform rate of dividend, and for that purpose to increase the nominal amount of the capital of the Company, and to provide for apportioning the new stock among the holders of existing ordinary shares or stock, and to make provisions with respect to the transfer of ordinary stock, and generally to make all such provisions as may be necessary or desirable with respect to such consolidation and conversion.

To enable the Company to raise additional capital by the creation and issue of stock or shares, and by borrowing on mortgage, or by the issue of debenture stock.

To determine the rate of dividend payable in respect of the consolidated stock and additional capital.

To empower the Company to form and to make special provisions with respect to renewal, reserve, and insurance funds.

To make special provisions in relation to the disposal of new shares or stock by auction or tender, and for the issue of shares or stock to the proprietors in the Company, to the consumers of gas supplied by the Company, and to persons in the employ of the Company, and to make all necessary provisions for or in connection with such matters.

To confer powers on the Company or the directors, and to make provisions in respect to the giving of notice of the declaration of dividends, the cancellation and appropriation of unclaimed dividends, the cancellation of stock in respect of which dividends are unclaimed, and the closing of the transfer books.

To provide for the payment of half-yearly dividends and to enable the directors to declare and pay the dividend payable for the half year ending on 30th June in each year without calling a meeting of the Company.

To empower the Company on the lands hereinafter described to maintain and use the existing gasworks thereon, and to erect, maintain, and use new or altered works for the manufacture and storage of gas, and for the conversion, storing or dealing with the residual products arising in the manufacture of gas, and to empower the Company upon those lands to manufacture and store gas, and convert, store and deal with such residual products.

The lands hereinbefore referred to are:—

Certain lands in the parish of Duffield, in the county of Derby, abutting on the western side of Derby-road, opposite, or nearly opposite, the premises known as Flaxholme Farm, and being the enclosure numbered 415 on the $\frac{1}{2500}$ Ordnance Map of the said parish, second edition, 1901, Sheet XLV, 13.

To empower the Company to purchase by agreement and to hold lands for or in connection with their Undertaking, and to empower the Company to sell or lease lands.

To relieve the Company from the obligations imposed upon them in respect of the sale or disposal of lands under the provisions of the Gasworks Clauses Act, 1871.

To enable the Company to purchase, erect, or take on lease dwelling-houses for persons in their employ, and offices, show rooms, and other buildings for the purposes of their Undertaking.

To enable the Company to make regulations with respect to and to specify the position, size and material of pipes and fittings to be laid on consumer's premises, the position of meters in buildings, and the inspection of meters, pipes and fittings in buildings; to make provision for enforcing such regulations by penalty or otherwise, and to prevent the use of pipes or fittings which do not comply with the Company's specification, and to enable the Company to cut off or refuse to supply gas through any pipes or fittings which do not comply with such specification.

To empower the Company to lay down pipes in streets or roads not dedicated to public use, to lay down pipes in highways and elsewhere for disposing of oil and liquids, and for other ancillary purposes; to provide, sell, let for hire, or otherwise deal in engines, meters, stoves, ranges, pipes, and any fittings, apparatus or appliances in or in connection with which gas may be used, and to exempt the same from liability to distress and from being taken in execution or in bankruptcy proceedings.

To make provision as to notice by consumers of intention to quit premises supplied with gas and to discontinue the supply of gas; for relieving the Company from the obligation to supply persons in debt to the Company, or to supply the trustees of the property of bankrupt consumers; for exempting the Company in certain cases from penalties for failure to comply with the enactments relating to the supply of gas by the Company and for prescribing the period of error in the case of defective meters.

To fix and define the price of gas and to make other provisions with respect to the supply of gas and the levying and recovery of gas, meter, and other rates rents and charges, and for discounts or rebates thereon, and for the price to be charged for gas supplied for motive power and in bulk.

To enable the Company to charge different prices to different consumers, varying according to the consumption of gas, and to provide for the fluctuation of such prices and the fluctuation of dividends payable by the Company upon the average of such prices, or to make such other provisions, by way of sliding scale or otherwise, with respect to the fluctuation of price and dividend as the Bill may define or as Parliament may prescribe.

To empower the Company to make and to continue to make, and to recover for gas supplied outside the borough of Derby, a higher charge than that made for gas supplied within the borough.

To make provision for the use of anti-fluctuators or other similar apparatus in connection with gas engines, and to enable the Company to refuse

to supply or continue to supply gas to any engines not fitted with anti-fluctuators or such similar apparatus as may be prescribed by the Company.

To empower the Company to supply gas in bulk or otherwise to local authorities, companies, and persons within or beyond the Company's limits for the supply of gas as proposed to be extended by the intended Act.

To enable the Company to afford a supply of gas to large consumers or for power purposes upon special terms and without reference to the provisions of the Company's Acts relating to the price to be charged for gas or to any obligation of the Company with reference to the price of gas to be charged to any particular consumer or class of consumers.

To alter and vary the provisions of the Company's Acts with respect to the illuminating power of gas supplied by them, and to provide for the reduction thereof to such an extent as may be prescribed in the Bill or defined by Parliament, and to make other provisions with respect to the testing of gas and the apparatus to be used therefor.

To alter the qualification and number of the directors of the Company and to provide for giving notice of the nomination of directors or auditors; to make further provision with reference to the proceedings of the directors, and to alter and vary the number of directors; to prescribe the period for the holding of general meetings of the Company; and to alter the existing or to prescribe a new scale and method of voting at meetings of the Company.

To repeal or amend section 39 of the Derby Gas Act, 1852, and to make other provisions in lieu thereof.

To repeal, alter or amend, or to re-enact with or without amendment all or some of the provisions of the Derby Gas Act, 1852, the Midland Railway (Derby Gas) Act, 1867, the Derby Gas Act, 1876, and the Derby Gas Act, 1890, and any other Act relating directly or indirectly to the Company.

To confer upon the Company all such rights and privileges as may be deemed necessary for effecting the objects of the intended Act, and to vary and extinguish all rights and privileges which would interfere with any of those objects.

To incorporate, with or without amendment, all or some of the provisions of the Lands Clauses Acts, the Companies Clauses Acts, 1845 to 1889, the Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 17th day of November, 1902.

TAYLOR, SIMPSON, and MOSLEY, Derby,
Solicitors.

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

Light Railway Commissioners.

November, 1902.

RIPON AND DISTRICT LIGHT
RAILWAYS.

NOTICE is hereby given, that application is intended to be made in the month of November, 1902, to the Light Railway Commissioners, by Power and Traction Limited, whose registered offices are at Palace-chambers, Bridge-street, Westminster (hereinafter called "the Company"), for an Order under the Light Railways Act, 1896, authorizing Light Railways in the parish and city of Ripon, and in the parishes of Clothholme, Studley Roger Town.

ship, and Lindrick Township, all in the rural district of Ripon, in the West Riding of the county of York.

(In the following descriptions of the proposed Light Railways, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and when in the description of any of the proposed Light Railways any distance is given with reference to any street or road which intersects or joins a street or road in which the Light Railway is to be laid, the distance is to be taken as measured along the centre of the street or road to be widened, or in which the Light Railway is to be laid from the point at which lines drawn along the centres of the two streets or roads (or street and road) 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 that street or road.)

The proposed Light Railways are wholly in the West Riding of the county of York, and are as follows:—

Railway No. 1. Commencing in the parish and city of Ripon, in Ure Bank-road, at a point 2·5 chains north of the boundary of the North Eastern Railway Station Yard at the junction of Ure Bank-road and the approach to North-bridge, passing thence in a southerly direction over North-bridge into and along North-road, North-street, Middle-street, to Market-place, thence in a westerly direction into and along Westgate, Park-street, and over Bishopton-bridge, into the parish of Clothholme in the rural district of Ripon, thence still in a westerly direction along the Ripon and Pateley Main road, into the parish of Studley Roger township in the rural district of Ripon, and by Limekiln Bank into the parish of Lindrick Township in the rural district of Ripon, continuing in a westerly and south-westerly direction, still along the Ripon and Pateley Main-road, and terminating in that road at a point 6·7 chains measured in a north-easterly direction from the boundary of the parishes of Lindrick township and Aldfield township.

Railway No. 1a. A junction loop, wholly in the parish and city of Ripon, commencing in North-street by a junction with Railway No. 1, at a point 5 furlongs 7 chains from its commencement, and passing south into and along Fishergate, and Market-place, and terminating in Market-place by a junction with Railway No. 1 at a point 6 furlongs 8 chains from its commencement.

Railway No. 1b. A short junction loop, wholly in the parish and city of Ripon, commencing in the Market-place by a junction with Railway No. 1a at a point 2 chains from its termination, and terminating in Westgate by a junction with Railway No. 1 at a point 7 furlongs from its commencement.

Railway No. 1c. A siding wholly in the parish and city of Ripon, commencing in the North-bridge approach by a junction with Railway No. 1, at a point 4 chains, from its commencement, thence passing north into and terminating in the Station Yard of the North Eastern Railway, opposite the passenger entrance.

Railway No. 1d. A short accommodation line wholly in the parish and city of Ripon, commencing in North-road, opposite the drinking fountain, by a junction with Railway No. 1, at a point 1 furlong 4 chains, from its commencement, passing thence in a south-easterly direc-

tion into and along Magdalen's-road and terminating opposite Albion-terrace, in the field numbered 363 on the 25-inch Ordnance Map of the said parish of Ripon, sheet cxix, 7.

Railway No. 1e. A short accommodation line, wholly in the parish and city of Ripon, commencing in the North-bridge approach by a junction with Railway No. 1 at a point 5·5 chains from its commencement, passing thence, in a north-easterly direction, under the North Eastern Railway Company's Ure Viaduct, into and along Hutton Bank-road, and terminating in that road at a point opposite the boundary fence, between the fields numbered 99 and 111 on the 25-inch Ordnance Sheet of the said parish of Ripon, cxix, 3.

Railway No. 2. Wholly in the parish of Studley Roger township, in the Ripon rural district, commencing in the Ripon and Pateley main road, 1·4 chains west of the intersection of Studley-lane, by a junction with railway No. 1, at a point 2 miles 2 furlongs 9 chains from its commencement, passing thence into and along Studley-lane, in a southerly direction, and terminating in Plumpton-lane at a point 5 chains south of its junction with Studley-lane.

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 Company do not seek to acquire any lands or any rights or interests in such streets or roads other than a right or easement in perpetuity for breaking up the surface of and utilizing such streets and roads and constructing, maintaining, working and using the railways and works connected therewith.

For the purposes of a generating station and car sheds the Company seek power to enter upon, take, and use the fields numbered 99 and 363 on the $\frac{25}{100}$ Ordnance Map for the said parish of Ripon. The quantity of the lands so required is 5 acres 2 roods 11 poles.

The Order will seek power to authorize the Company to enter into and carry into effect contracts and agreements with any Local Authority, company, or person, owning tramways, tramroads, or light railways, connected or to be connected with the intended railways with respect to interchange of running powers, working of tramways, or light railways or otherwise.

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 29th November instant at the Town Hall, Ripon, 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 same offices and at the offices of the undersigned, Messrs. Baker, Lees and Co., 54, Parliament-street, Westminster, S.W., 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 Commissioners, 54, Parliament-street, London, S.W., as soon after the 29th November instant as possible, and at the same time a copy of such objections

must be sent to the said Messrs. Baker, Lees and Co.

Dated this 17th day of November, 1902.

For and on behalf of the Promoters,

POWER and TRACTION Ltd.,

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

In Parliament.—Session 1903.

METROPOLITAN DISTRICT RAILWAY.

(Works.)

(Railways and Works (Earls Court to Hammersmith, Mansion House Station to Whitechapel); Compulsory Purchase of Land and Easements; Appropriation of Subsoil; Underpinning, &c.; Openings in Whitechapel and Mile End Roads; General and Incidental Powers; Separate Capital and Undertaking; Transfer of certain Powers to Great Northern, Piccadilly and Brompton Railway Company; Agreements with London United Tramways (1901) Limited; Additional Capital; Payment of Interest out of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made, to Parliament in the ensuing Session by the Metropolitan District Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following or some of the following among other purposes (that is to say):—

To authorize the Company to make and maintain the railways, subways and works hereinafter described, or some part or parts thereof, with all proper sidings, stations, platforms, shafts, lifts, stairs, tunnels, subways, roads, approaches, junctions, signals, wires, cables, generating and transformer stations and plant, apparatus, depôts, machinery, works and conveniences connected therewith or incidental thereto (that is to say):—

Railway No. 1, in the parish of St. Mary Abbots, Kensington, in the metropolitan borough of Kensington, in the county of London, commencing by a junction with the railway authorized by the Metropolitan District Railway Act, 1897 (hereinafter referred to as "the Act of 1897"), at the commencement thereof, 50 yards or thereabouts measured along the Company's railway in a north-easterly direction from the eastern face of the bridge carrying Knaresborough-place over the Company's railway and terminating under the Company's existing railway under the western end of the platforms at their Earls Court Station.

Railway No. 2, commencing in the parish of St. Mary Abbots, Kensington, at the point of termination of the intended Railway No. 1, hereinbefore described, and by a junction therewith passing through the parish and metropolitan borough of Fulham, and terminating in the parish and metropolitan borough of Hammersmith at the southern end of the Company's Hammersmith station under the bridge carrying Great Church-lane over their railway.

Railway No. 3, commencing in the parish of Holy Trinity the Less, in the city of London, by a junction with the railway authorized by the Act of 1897 at the point of its termination in that parish under the eastern end of the Mansion House Station of the Company, and terminating in the hamlet of Mile End Old Town, in the metropolitan borough of Stepney, in the county of London, by a junction with the Whitechapel and Bow Railway at a point 18 chains or thereabouts measured in a

westerly direction along that railway from the western end of the platforms of Stepney Green Station.

The intended Railway No. 3 and works will pass from, into, or through, the following parishes and places, or some of them, viz.:—

The parishes and extra parochial places of Precinct of Old Tower Without, District of the Tower, Liberty of the Tower, St. Botolph Without Aldgate, Holy Trinity Minorities, Mile End Old Town and St. Mary Whitechapel, in the metropolitan borough of Stepney, in the county of London; St. Matthew Bethnal Green, or St. James Bethnal Green, in the metropolitan borough of Bethnal Green, in the county of London; the parishes of Holy Trinity the Less, St. James' Garlickhithe, St. Thomas Apostle, St. Michael Paternoster Royal, St. John the Baptist Walbrook, St. Mary Bothaw, St. Swithin London Stone, St. Mary Abchurch, St. Martin Orgars, St. Clement Eastcheap, St. Michael Crooked-lane, St. Margaret New Fish-street, St. Leonard Eastcheap, St. Andrew Hubbard, St. Benet, St. George Botolph-lane, St. Mary-at-Hill, St. Margaret Pattens, St. Dunstan-in-the-East, Allhallows Barking, St. Botolph Without Aldgate, in the city of London.

To authorize the Company to cross, stop up, close for traffic, alter, remove, divert and interfere with, temporarily or permanently, any roads, streets, alleys, courts, squares, highways, footpaths or places, railways, bridges, gas and water mains, sewers, culverts, subways, drains, pipes, telegraphs, telephones, pneumatic, hydraulic or other tubes, wires, electric lighting and other apparatus or other works, conveniences and appliances within or adjoining the aforesaid counties, cities, metropolitan boroughs, urban districts, parishes and other places or any of them, and to appropriate, without payment, and use for the purposes of the intended railways and works the subsoil and undersurface of any lands, streets, roads, squares, highways and places under, along or across which any of the proposed railways and works are intended to be made.

To authorize the Company to deviate from the lines or situations of any of the railways, subways 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 authorized by or determined under the powers of the intended Act.

To authorize 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 incorporate with and extend and make applicable, with or without modification or alteration, to the intended railways and works all or some of the provisions of the Metropolitan District Railway Acts, 1864 to 1902, with reference to the mode of construction of the intended railways and works, the retention and sale of lands, the power to deviate and underpin, and all other usual provisions, and so far as may be necessary to alter and amend the provisions of those Acts with reference thereto.

To empower the Company, on and subject to such terms and conditions as may be prescribed

by the intended Act, to make and maintain openings in the roadways and footways of the Whitechapel-road and Mile End-road, in the metropolitan boroughs of Stepney and Bethnal Green, or one of them.

To empower the Company to purchase and take by compulsion or agreement lands, houses, and other property and easements therein and thereunder, for the purposes of the intended railways and 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 statutory enactment for the purposes of the intended Act and for other purposes connected with the Company's Undertaking, to purchase and take, by compulsion or agreement, any part of any house, building or manufactory, or any easement therein or thereunder, without being required or compelled to purchase the whole of such house, building, or manufactory.

To empower the Company to appropriate, with or without payment therefor, and use the subsoil and under surface under any street or road, squares, or highways, or under any land, house, building, manufactory, or premises, cellars, vaults, arches, or other constructions or any parts thereof respectively, without being required or compelled to purchase the same or any such house, building, manufactory, or premises, cellars, vaults, arches, or other constructions or the site thereof, or any easement or right other than the easement or right to the use of such subsoil.

To authorize the Company to build, sell, lease, let, or otherwise deal with or dispose of shops, chambers, flats, offices, or other buildings on or over any lands acquired for the purpose 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 intended railways and works and conveniences, and to define such tolls, rates, and charges, and to alter the tolls, rates, and charges which the Company is now authorized to demand and take.

To empower the Company to constitute the intended railways above described or any or either of them a separate Undertaking of the Company, with separate capital and revenue, or to constitute such railways part of the separate Undertaking authorized by Sections 43, 44 and 45 of the Metropolitan District Railway Act, 1902 (hereinafter called "the Act of 1902"), to be created in respect of the railway authorized by the Act of 1897.

To enable the Great Northern Piccadilly and Brompton Railway Company (hereinafter referred to as "the Brompton Company") to construct and maintain Railways Nos. 1 and 2 above described, and to empower the Company to sell, lease or transfer the same to the Brompton Company and to empower that Company to construct or purchase, take on lease and acquire the same, together with all lands and property appertaining thereto, and together with a portion of the deposit money in the hands of the Paymaster-General as security for the completion thereof.

To provide for the transfer to and vesting in the Brompton Company upon any such sale and purchase or lease of all or any of the powers, rights, privileges, duties and obligations of the Company in respect of the said Railways

Nos. 1 and 2 or portion thereof, including the power to levy tolls, rates and duties upon or in respect thereof, and in the event of any such sale or lease and purchase to constitute the said Railways Nos. 1 and 2 or portion thereof part of the Undertaking of the Brompton Company, with or without reservations, and to reserve to the Company the right to run over and use the same upon terms and conditions to be agreed, or to be defined in the intended Act, and to sanction and confirm any agreements which may have been or may be made between the Company and the Brompton Company touching any of the matters aforesaid.

To empower the Company on the one hand, and the London United Tramways (1901) Limited, on the other hand, to enter into and carry into effect agreements for and with respect to the interchange, transmission and delivery of traffic coming from or destined for or passing over the respective tramways, railways and works of the contracting Companies, the issue of through tickets and the fixing of through fares, tolls and charges, and the division and apportionment of the receipts arising from traffic, and to confirm and give effect to any such agreement which may have been or may be made:

To empower the Company, for all or any of the purposes of the intended Act, to apply any capital or funds now belonging to them or which they are authorized to raise, and to empower the Company for all or any of 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 and stocks, 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, and to authorize the Company to issue and dispose of shares or stock at a discount or price below the nominal amount thereof.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital of the Company from time to time interest or dividends on any shares or stocks of the Company created under the authority of the intended Act or under any other Act relating to the Company.

To incorporate with the intended Act 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 Railway Clauses Consolidation Act, 1845, and the Railway Clauses Act, 1863.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confirm, vary, or extinguish all other rights and privileges.

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 or personal) or some of them (that is to say):— 27 and 28 Vic., cap. 322, and any other Act relating to or affecting the Company, the Brompton and Piccadilly Circus Railway Act, 1897, and any other Act relating to or affecting the Brompton Company, the Metropolitan Railway Act, 1854, and any other Act relating to or affecting the Metropolitan Railway Company, and the Whitechapel and Bow Railway Act, 1897, and any other Act relating to or

affecting the Whitechapel and Bow Railway Company.

And notice is hereby given that on or before the 29th day of November instant, duplicate plans and sections of the railways and works proposed to be authorized by the intended Act, showing the lines and levels thereof, and 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 the 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 as follows (that is to say):—

With the Clerk to the Peace for the county of London, at his office at the Sessions House, Clerkenwell-green.

And that on or before the said 29th day of November instant, 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 intended Act 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 city of London, with the Town Clerk of that city, at his office at the Guildhall, in the city of London.

As regards the metropolitan borough of Stepney, with the Town Clerk of that borough at his office at 15, Great Alie-street, Whitechapel.

As regards the metropolitan borough of Bethnal Green, with the Town Clerk of that borough at his office at the Town Hall, Bethnal Green.

As regards the metropolitan borough of Kensington, with the Town Clerk of that borough at his office at the Town Hall, High-street, Kensington.

As regards the metropolitan borough of Fulham, with the Town Clerk of that borough at his office at the Town Hall, Walham Green.

As regards the metropolitan borough of Hammersmith, with the Town Clerk of that borough at his office at the Town Hall, Broadway, Hammersmith.

Printed copies of the Bill for the intended Act will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

BAXTER and Co., 12, Victoria-street,
Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1903.

GREAT NORTHERN PICCADILLY AND BROMPTON RAILWAY.

(New Lines and Extensions.)

(New Railways and Works; Extensions to Hammersmith and Shepherd's Bush and to Blackfriars and Mansion House Station; Underpinning; Compulsory Purchase of Lands and Easements; Appropriation of Subsoil; Exemption from section 92 of Lands Clauses Act, 1845; Entry upon and Inspection of Houses and Buildings near Railway; Easement under Shepherd's Bush Green; Sale and Lease of Superfluous Lands; Fares and Charges, Alteration of Tolls, Rates, and

Charges; Application of Funds; Additional Capital; Change of Name of Company; Agreements with Metropolitan District, Baker-street and Waterloo, Charing Cross, Euston and Hampstead, South Eastern and Central London Railway Companies, and the London United Tramways (1901) Limited as to construction and use of Railways of Company, and of those Companies' Stations, and interchange of Traffic, and other matters; Agreements with the Underground Electric Railways Company of London Limited, with regard to the Supply of Electric Current and Leasing or Working Arrangements; Agreements with Local Bodies; 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 Great Northern Piccadilly and Brompton Railway Company (hereinafter called "the Company") for an Act (hereinafter called "the intended Act") for the following purposes (that is to say):—

To authorize the Company to make and maintain in the City of London and in the county of London the railways, subways, and works hereinafter described, or some part or parts thereof, with sidings, stations, shafts, lifts, tunnels, subways, roads, approaches, junctions, works, and conveniences connected therewith or incidental thereto (that is to say):—

Railway No. 1 wholly in the parish and metropolitan borough of Hammersmith in the county of London, commencing under Goldhawk-road at the junction of the centre line of that road with the centre line of Camden-gardens, and terminating under the north-western corner of the Broadway, Hammersmith, at a point half a chain or thereabouts measured in an easterly direction from the north-east corner of the public house known as "The Swan."

Railway No. 2 commencing in the parish and metropolitan borough of Hammersmith in the county of London, by a junction with the intended Railway No. 1, at its termination before described, and terminating in the parish of St. Margaret, Westminster, in the city of Westminster, in the county of London, at a point under the roadway of Knightsbridge opposite the centre of the Albert Gate entrance to Hyde Park, by a junction with the Railway No. 1 authorized by the Brompton and Piccadilly Circus Railway Act, 1897 (hereinafter referred to as the Company's Act of 1897), now in course of construction.

Railway No. 3, commencing in the parish of St. James, Westminster, in the city of Westminster, in the county of London, by a junction with the Railway No. 1, authorized by 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 for that Act deposited with the Clerk of the Peace for the county of London, in the month of November, 1896, and terminating in the parish of St. Andrew-by-the-Wardrobe, in the city of London, by a junction with the railway authorized by the Metropolitan District Railway Act, 1897 (which railway is shown on the plans for that Act deposited with the Clerk of the Peace for the county of London in the month of November, 1896), at a point under the southern side of Queen Victoria-street, 5 chains or thereabouts eastward of the centre of the bridge carrying the London, Chatham, and Dover Railway over that street.

Railway No. 3A, commencing in the parish of St. Mary-le-Strand, in the city of Westminster,

in the county of London, at a point under the roadway of the Strand, immediately to the southward of St. Mary-le-Strand church, by a junction with the intended Railway No. 3 hereinbefore described, and terminating in the parish of St. Clement Danes, in the said city of Westminster, by a junction with the said intended Railway No. 3 at a point under the roadway of the Strand, 5 chains or thereabouts eastward of the eastern end of St. Clement Danes church.

Railway No. 4 commencing in the parish of St. Andrew-by-the-Wardrobe, in the city of London, by a junction with the intended Railway No. 3 at the termination thereof hereinbefore described, and terminating in the parish of Holy Trinity the Less, in the city of London, by a junction with the railway authorized by the Metropolitan District Railway Act, 1897, at its authorized termination in that parish under the eastern end of the Mansion House Station of the Metropolitan District Railway Company.

The intended railways and works will be situate in the following parishes and places, or some of them, viz. :—

The parish and metropolitan borough of Hammersmith, the parish and metropolitan borough of Fulham, the parish of St. Luke, Chelsea, and metropolitan borough of Chelsea, the parish of St. Mary Abbots, Kensington, and metropolitan borough of Kensington, the parishes of St. Margaret Westminster, St. George Hanover-square, St. James Westminster, St. Anne Soho, St. Martin-in-the-Fields, St. Clement Danes, St. Mary-le-Strand, and the Precinct of the Savoy, in the city of Westminster.

The parishes of St. Dunstan-in-the-West, St. Bride, the Precinct of Bridewell, the parishes of St. Anne Blackfriars, St. Andrew-by-the-Wardrobe, St. Benet Paul's Wharf, St. Peter near Paul's Wharf, St. Mary Magdalen, St. Mary Mount Hav, St. Nicholas Cole Abbey, St. Nicholas Olave, Holy Trinity the Less, St. Mildred Breadstreet, in the city of London.

To authorize the Company to cross, stop up, and interfere with, temporarily or permanently, 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, 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, and to make and maintain openings in the footpaths or surface of streets, roads, footpaths, squares, passages, and places.

To authorize the Company to deviate from the lines and levels of the intended railways and works.

To authorize and provide for the underpinning or otherwise securing or strengthening of houses, buildings, or walls.

To empower the Company by their officers and servants to enter upon and inspect houses and buildings along the line of, and near to, the intended railways and works, and to execute any works which they may think necessary in order to lessen risk of damage arising from construction or working.

For the purposes of the said intended Railway No. 1 it is intended to acquire compulsorily an easement in or under certain common or commonable lands known as Shepherd's Bush Green, in the parish and metropolitan borough of Hammersmith, but it is not intended to acquire permanently any part of the surface thereof; the quantity of the said Green included in the limits

of deviation is estimated to contain half an acre or thereabouts.

To authorize 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 of the Lands Clauses Consolidation Act, 1845, to purchase and take any part of any house, building, or manufactory, without being required or compelled to purchase the whole of such house, building, or manufactory, and to empower the Company to appropriate without payment therefor and use the subsoil under any street, road, park or enclosure, 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 authorize the Company to sell, convey, demise and lease, or otherwise dispose of, lands, tenements, and hereditaments and to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with relation 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, to alter the tolls, rates and charges which the Company are now authorized to levy in respect of the railways authorized by the Company's Acts, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and charges respectively.

To extend and apply the provisions of the Company's Acts, as may be deemed expedient, to the said intended railways, and to the capital to be raised under the intended Act.

To change the name of the Company and of their Undertaking to such name as the Bill may prescribe.

To authorize the Company for the purposes 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 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 South Eastern Railway Company, the Central London Railway Company, and the London United Tramways (1901) Limited 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 with respect to the interchange, transmission and delivery of traffic, the fixing of tolls or charges, the division and apportionment of receipts arising from traffic, the construction, working, use, management, and maintenance of the railways, tramways, and works of the Company, and of the contracting Companies, the construction of stations and the ownership, use, and occupation of any lands, stations, and other works, and to enable the Company, to apply their capital to and construct any part of the respective railways, and to confirm and give effect to any agreements which have

been or may be entered into in reference to those matters or any of them.

To extend to the intended railways and works any powers of the Company, the Metropolitan District Railway Company and the Underground Electric Railways Company of London Limited, as to agreements with respect to the supply of electric power or current and as to the haulage of trains on, and the equipment and working and handling of the traffic of the said railways, and to empower the said last-mentioned Companies, or either of them, to apply their funds or revenues to or for the purposes of any such agreement, and to empower the Company to lease the intended railways to the said Underground Electric Railways Company, and to empower the last-mentioned Company to take on lease and work the same upon a rent, or upon a guarantee of dividend, and to confirm and give effect to any agreements that may have been or may be made between the Company and the said Underground Electric Railways Company.

To empower the Company on the one hand, and the Commissioners of Woods, the London County Council or any Metropolitan Borough or other authority, to enter into and carry into effect contracts, agreements, and arrangements with respect to the intended railways and works.

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 Act, 1863, and to make applicable to the proposed railways, subways, and works all or any of the provisions of the Company's Acts, 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 Great Northern and Strand Railway Act, 1899; 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 Act 6 Will. IV, cap. 75, or any other Act relating to or affecting the South Eastern Railway Company; and the Central London Railway Act, 1891, 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 29th day of November instant, duplicate plans and sections of the railways, and works proposed to be authorized by the intended Act, showing the lines and levels thereof, and

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 lines of railways 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 as follows (that is to say):—

With the Clerk of the Peace for the county of London, at his office at the Sessions House, Clerkenwell Green.

And that on or before the said 29th day of November instant, 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 intended Act 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 city of London with the Town Clerk of that city, at his office at the Guildhall, in the city of London.

As regards the metropolitan borough of Hammersmith with the Town Clerk of that borough at his office at the Town Hall, Broadway, Hammersmith.

As regards the metropolitan borough of Fulham with the Town Clerk of that borough at his office at Walham Green.

As regards the metropolitan borough of Kensington with the Town Clerk of that borough at his office at the Town Hall, High-street, Kensington.

As regards the metropolitan borough of Chelsea with the Town Clerk of that borough at his office at the Town Hall, King's-road, Chelsea.

As regards the city of Westminster, with the Town Clerk of that city, at his office at the Westminster City Hall, Charing Cross-road.

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 20th day of December next.

Dated this 18th day of November, 1902.

BAXTER and Co., 12, Victoria-street,
Westminster, S.W., Solicitors.

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

In Parliament.—Session 1903.

DIDCOT, NEWBURY, AND SOUTHAMPTON RAILWAY.

(Creation and Issue of New Debenture Stock and Application of Debenture Stock; Capitalisation of Sums Due from Revenues to Capital; Repeal of Section 4 of Didcot, Newbury, and Southampton Railway Act, 1897; Powers to Trustees and others under Disability; Power to Guarantee Dividends and Interest on Capital of Southampton and Winchester Great Western Junction Railway Company; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Didcot, Newbury, and Southampton Railway Company (hereinafter referred to as "the Company"), for an Act (hereinafter referred to as "the intended Act") for the following or some of the following purposes (that is to say):—

To empower the Company to raise further money by the creation and issue of additional

debenture stock, for the purposes of the intended Act and the general purposes of the Company's Undertaking, such debenture stock and other debenture stock authorized by the Didcot, Newbury, and Southampton Railway Act, 1897, to rank *pari passu* with or before or after any of the other debentures or debenture stock of the Company, on such terms and conditions as may be prescribed by the intended Act, and to empower the Company to issue such debenture stock, and any debenture stock already authorized but unissued, at a discount.

To authorize the Company to capitalise the arrears of interest due on the debentures of the Company, and also to authorize the Company to charge to, and pay out of, capital, any debts and obligations due by them out of revenue, and to sanction and confirm any payments that have already been made out of capital in liquidation of such debts and obligations, on such terms and conditions as the intended Act may prescribe or Parliament may sanction, and to make all necessary provision with respect thereto, and to repeal, alter and amend section 4 of the Didcot, Newbury, and Southampton Railway Act, 1897, with respect to capitalisation of interest and payment of debts out of capital authorized by that Act.

To empower Trustees and others under disability to accept the debenture stock already issued or to be created and issued under the powers of the intended Act, and to accept capital or Debentures, or Debenture Stock, in lieu of revenue in payment or discharge of debts and obligations, and to indemnify them for any acts done in accordance with or under the provisions of the intended Act, or for any consents given thereto during its progress through Parliament.

To authorize the Company to guarantee interest or dividends on all or some of the capital and debentures and debenture stock of the Southampton and Winchester Great Western Junction Railway Company on such terms and conditions as the intended Act may prescribe or Parliament may sanction to provide for the ranking of such guarantee in relation to the interest on the debentures or debenture stocks of the Company, or to authorize the Company to guarantee or to pay to the Southampton and Winchester Great Western Junction Railway Company the balance of revenue from the Company's Undertaking, after providing for all or some of the charges on, or liabilities of, the Company's Undertaking, and to confirm any agreement that may be made between the Company and the Southampton and Winchester Great Western Junction Railway Company with respect to such guarantee.

To vary or extinguish all rights and privileges which would or might interfere with the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, and if need be, to repeal all or some of the powers and provisions of the Didcot, Newbury, and Southampton Junction Railway Act, 1873, and all other Acts relating to or affecting the Company.

Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1902.

BAXTER and Co., 12, Victoria-street,
Westminster, Solicitors for the Bill.

MARTIN and LESLIE, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

STOKE NEWINGTON BOROUGH
COUNCIL.

(Agreements between Borough Councils of Metropolitan Boroughs of Stoke Newington, Hackney and Islington, as to the Supply of Electricity; Compulsory Purchase of Lands in Stoke Newington; Application of Funds and Rates, and Borrowing of Money by aforesaid Borough Councils; Amendment of Acts and Orders, &c., &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903, by or on behalf of the Mayor, Aldermen and Councillors of the metropolitan borough of Stoke Newington (hereinafter called "the Council") for leave to bring in a Bill for effecting the objects or some of the objects following (that is to say):—

1. To empower the Council on the one hand, and the Mayor, Aldermen, and Councillors of the metropolitan borough of Hackney (hereinafter called "the Hackney Council"), and the Mayor, Aldermen, and Councillors of the metropolitan borough of Islington (hereinafter called "the Islington Council"), or either of those councils on the other hand, to enter into and carry into effect agreements for or with respect to the supply of electrical energy in bulk or otherwise by any one or more of such councils or other "Undertakers" within the meaning of the Electric Lighting Acts, 1882 and 1888, to any other or others of them, and to make charges for such supply, and to sanction and confirm any agreement or agreements which may have been or may be entered into between such councils or any of them in that behalf.

2. To empower the Council to enter upon and take compulsorily or otherwise and to hold and use for the purposes of the Baths and Wash-houses Acts, 1846 to 1896, or any of them, the lands, houses and buildings in the parish of Stoke Newington, in the metropolitan borough of Stoke Newington, in the county of London hereinafter mentioned or some of them or some part or parts thereof respectively or any estates or interests in or easements over the same (that is to say):—

The lands and houses situate on the east side of Albion-road and numbered respectively 76, 78, 80, 82, 84, 86, 88, 90 and 92 in that road.

3. To authorize the Council for all or any of the purposes of the Bill to apply their funds, rates, and revenues, and any money which they may from time to time be authorized to raise under or for the purpose of the Electric Lighting Acts, 1882 and 1888, or the Baths and Wash-houses Acts, 1846 to 1896, and to borrow or raise money on the security of any such funds, rates, or revenues, or of any property of the Council by mortgages, debentures, or debenture stock, or in such other manner as the Bill may prescribe for any purposes of the Bill, and to authorize the Hackney Council and the Islington Council to apply their funds, rates, and revenues to the purposes of any such agreement as aforesaid or of the Bill.

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

5. To repeal or amend all or some of the provisions of the Stoke Newington Electric Lighting Order, 1902 (and especially sub-section 1 of section 4 of that Order), and of the Hackney Electric Lighting Order, 1893, and of the Islington Electric Lighting Order, 1893 (and especially the sections numbered 6 in those

Orders respectively), and of the Metropolis Management (Plumstead and Hackney) Act, 1893 (and especially Section 10 of that Act), and any other Order or Act relating to or affecting the metropolitan boroughs of Stoke Newington, Hackney, or Islington, or the respective borough councils of such boroughs.

On or before the 29th day of November instant plans of the lands proposed to be purchased or acquired by compulsion 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 London at his office at the Sessions House, Clerkenwell, and with the Town Clerk of the metropolitan borough of Stoke Newington, at the Town Hall, in Milton-road, Stoke Newington.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 14th day of November, 1902.

GEORGE WEBB, Town Clerk, Stoke Newington.

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

In Parliament.—Session 1903.

BARRY RAILWAY.

(Transfer by agreement of Vale of Glamorgan Railway to Barry Railway Company; Amalgamation of Vale of Glamorgan Railway Company with Barry Railway Company; Exchange of Shares or Stock; Additional Capital; Extension of Time for Completion of Works; Confirming Agreement with Certain Landowners; General and Incidental Powers.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session by the Barry Railway Company (hereinafter called "the Barry Company"), for leave to bring in a Bill for the following or some of the following purposes (that is to say):—

To empower the Barry Company and the Vale of Glamorgan Railway Company respectively to enter into and carry into effect any agreements with respect to the sale or transfer of the Undertaking of the Vale of Glamorgan Railway Company to the Barry Company, or to authorize and provide for the amalgamation of the Undertaking of the Vale of Glamorgan Railway Company with the Undertaking of the Barry Company.

To provide for the carrying on of the Undertaking of the Vale of Glamorgan Railway Company as part of the Undertaking of the Barry Company, and to empower the Barry Company to exercise all or such of the powers of the Vale of Glamorgan Railway Company as may be transferred to the Barry Company; including their powers to levy and recover tolls, rates, and charges upon and in respect of the Vale of Glamorgan Railway, and to confer on the Barry Company and the Vale of Glamorgan Railway Company respectively all such powers, and to make all such provisions as may be necessary or desirable in connection with the transfer of the Undertaking of the Vale of Glamorgan Railway Company to the Barry Company, or the Amalgamation of the Undertaking of the Vale of Glamorgan Railway Company with the Undertaking of the Barry Company.

To make such provisions as may be necessary in connection with any such transfer for the winding up and dissolution of the Vale of Glamorgan Railway Company, and for the distribution of the assets of that Company; and, if

thought fit, to provide for the creation of additional shares or stock in the Barry Company; and for the issue thereof to the holders of shares or stock in the Vale of Glamorgan Railway Company, and for the cancellation and calling in of the share or stock certificates and securities of that Company.

To extend or revive the time limited by the Barry Railway Acts, 1896 and 1898, for the completion of the railways and works authorized by those Acts.

To confirm an agreement with respect to the acquisition of, payment for, and use by the Barry Company of certain lands in connection with their Undertaking, which agreement is dated the fourteenth day of November, one thousand eight hundred and ninety-nine, and is expressed to be made between the Right Honourable Robert George Baron Windsor of the first part, the Right Honourable John Gaspard Baron Romilly, Charles Edward Romilly, and Samuel Henry Romilly of the second part, Henry John Birch and William Godden of the third part, William Henry Lewis and Samuel Bennett of the fourth part, the Reverend John James Evans and Edward Bowen Evans of the fifth part, and the Barry Company of the sixth part, and to make the same binding upon the several parties thereto.

To empower the Barry Company to apply to the purposes of the Bill any money which they have raised, or any capital which they may be authorized to raise, and to create and issue fresh capital in respect of the Vale of Glamorgan Railway Company.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the Barry Dock and Railways Act, 1884, and any other Act relating to the Barry Company and the Vale of Glamorgan Railway Act, 1889, and any other Act relating to the Vale of Glamorgan Railway Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects and confer other rights and privileges, and it may incorporate with or without exemptions and modifications the Lands Clauses Acts, the Companies Clauses Acts, 1845 to 1889, and the Railways Clauses Act, 1863.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 17th day of November, 1902.

DOWNING and HANDCOCK, Vienna-chambers, Cardiff, Solicitors.

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

In Parliament.—Session 1903.

PATENT OFFICE.

(Acquisition of Lands, Houses and Property in Furnival-street for the purpose of enlarging and extending the Patent Office.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act to authorize the Commissioners of His Majesty's Works and Public Buildings (hereinafter called "the Commissioners") to acquire by compulsory purchase or otherwise for the purpose of extending the existing buildings of the Patent Office, certain lands, houses and buildings situate in the parish of Saint Andrew, Holborn-below-the-Bars, and the parish of Staple Inn (that is to say):—

Certain lands, houses and premises situate in the parish of Saint Andrew, Holborn-below-the-Bars, in the city and county of the city of

London and in the county of London, and in the parish of Staple Inn in the metropolitan borough of Holborn in the county of London, and which said lands, houses and premises are bounded upon the north by No. 6, Furnival-street and a portion of Staple Inn, upon the south by No. 13, Furnival-street and Nos. 1 and 2, Took's-court, upon the east by Furnival-street aforesaid, and upon the west by the existing buildings of the Patent Office and the garden of Staple Inn.

The intended Act will empower the Commissioners to acquire, stop up and discontinue so much of the footway as lies in front of the said lands, houses and property so to be acquired as aforesaid, and all sewers, drains, mains, pipes and works within the area so to be acquired as aforesaid, and will authorize the Commissioners to sell and dispose of such part of any of the property so acquired by them as may not be required for the purposes of the intended Act.

And the intended Act will also confer powers upon the Commissioners to vary or extinguish all or any existing rights and privileges in any way connected with the said lands, houses and buildings so to be acquired as aforesaid, and all such other powers, rights and privileges as may be necessary, proper or convenient for carrying into effect the objects of the intended Act.

And notice is hereby further given that on or before the 29th day of November instant, a plan in duplicate describing the situation of the said lands, houses, buildings and premises so proposed to be acquired by the Commissioners a book of reference to such plan 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 London, at his office at the Sessions House, Clerkenwell; with the Town Clerk of the city of London at his office in the Guildhall, in the city of London, and with the Town Clerk of the metropolitan borough of Holborn at his office at 197, High Holborn.

Dated this 18th day of November, 1902.

By order of the Commissioners of His Majesty's Works and Public Buildings.

HENRY LOVETT CAMERON, 7, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1903.

WATFORD AND EDGWARE RAILWAY.
(Incorporation of Company; Railway from Watford to Edgware; Compulsory taking of Lands and Easements; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Tolls and Charges; Powers over and affecting Charing Cross, Euston and Hampstead and Edgware and Hampstead Railways; Compulsory Continuous Working; Agreements with Charing Cross, Euston and Hampstead and Edgware and Hampstead Railway Companies as to Working; Supply of Energy, &c.; Application of Provisions of Light Railways Act, 1896; General and Incidental Powers; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, purposes (that is to say):—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain in the counties of Herts and Middlesex the railway hereinafter mentioned, with all needful works, stations, approaches and

conveniences connected therewith respectively (that is to say):—

A railway, commencing in the parish of Watford urban, in the county of Hertford, on the eastern side of High-street, Watford, at a point $\frac{1}{2}$ chain, or thereabouts, south-eastward of the centre of the bridge carrying the said High-street over the Rickmansworth branch of the London and North Western Railway, and terminating in the parish of Edgware, in the county of Middlesex, by a junction with Railway No. 1, authorized by the Edgware and Hampstead Railway Act, 1902, at the commencement thereof, as shown on the plans deposited in relation to the Bill for the said Act in the field numbered 307 on the Ordnance Map, scale $\frac{1}{25000}$ (second edition, 1896), on the south-eastern side of Hale-lane.

The said railway will pass from, through or into the parishes of Watford urban, Watford rural, Bushey urban, Bushey rural and Aldenham, in the county of Hertford, and the parishes of Little Stanmore and Edgware, in the county of Middlesex, or some of them.

To authorize the Company to purchase and take by compulsion and by agreement lands, houses, tenements and hereditaments, and to empower the Company notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take by compulsion part of any house, building or manufactory without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

To enable the Company to demand, take and recover tolls, rates and charges upon or in respect of the intended railway and works.

To empower the Company on such terms and conditions and on payment of such tolls, rates and charges as may be settled by arbitration or be provided by the Bill to run over and use with their engines and carriages the station at Edgware, to be made under the powers of the Edgware and Hampstead Railway Act, 1902, together with the platforms on or connected with the said station.

To require the Edgware and Hampstead Railway, and the Charing Cross, Euston and Hampstead Railway Companies to work their respective railways in connection with the intended railway of the Company, and to provide for the continuous running of trains, or certain trains, through and over the said railways, and for the working of the said railways and undertakings as one undertaking upon such terms and conditions as may be agreed or determined by arbitration or defined in the Bill.

To empower the Company, on the one hand, and the Charing Cross, Euston and Hampstead Railway and the Edgware and Hampstead Railway Companies, on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management and maintenance of the said intended railway and works, or any part thereof, the use of electrical energy, apparatus and appliances, the costs, charges and expenses of such construction, working, use, management, maintenance, and to the regulation, management and transmission of the traffic of the railways of the contracting companies, and the collection, payment, division, apportionment, appropriation and distribution of the tolls, rates and charges arising from any such traffic.

To provide that the Board of Trade may, if they think fit, by order under the Light Railways Act, 1896, authorize the construction and

working of the railway proposed by the Bill, or any part thereof as a light railway.

To confer upon any owners of lands which may be taken for the purposes of the railway all such powers as under section 19 of the Light Railways Act, 1896, such persons would have in the case of a light railway, and to provide that such powers shall extend to any corporate or college property and the owners thereof.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845 contained to the contrary, to pay out of capital or any funds of the Company from time to time interest or dividend on any shares or stocks of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with or without exceptions and modifications the Lands Clauses Acts; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863 and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863.

On or before the 29th November instant plans and sections of the intended railway and works, and plans of the lands which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the said lands, and also an Ordnance Map with the lines of the said intended railway delineated thereon, 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 Herts, at his office at Hertford, and with the Clerk of the Peace for the county of Middlesex, at his office at the Guildhall, Westminster, S.W.

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 described, in which the intended works are to be made, or in which any lands to be taken are situate, will be deposited, together with a copy of this Notice, at the places respectively stated as follows:—

As relates to the parishes of Watford urban and Bushey urban, in the urban district of Watford, with the Clerk of the Watford Urban District Council, at his office.

As relates to the parishes of Watford rural, Bushey rural and Aldenham, with the Clerk of the Watford Rural District Council, at his office.

As relates to the parish of Little Stanmore, with the Clerk of the Hendon Rural District Council, at his office.

As relates to the parish of Edgware, with the Clerk of the Parish Council, at his office, or if there be no Clerk, with the Chairman of that Council, at his residence.

As relates to any other of the before-mentioned parishes which have a Parish Council, with the Clerk of the Parish Council, at his office, or if he have no office at his residence, or if there be no Clerk, with the Chairman of that Council, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1902.

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

Board of Trade.—Session 1903.

BOLSOVER AND DISTRICT WATER.

(Application to the Board of Trade under the Gas and Water Facilities Act, 1870, for a Provisional Order to supply Water to and within the Urban District and Parish of Bolsover, and also portions of the parishes and places of Scarcliffe and Palterton, all in the County of Derby; Construction of Works; Purchase of Lands, &c.; Breaking-up of Streets, &c.; Manufacture and Sale of Fittings; Regulations as to Waste; Agreements as to supply of Water with Local Authorities and others; Levying of Water Rates and Rents; Capital and Borrowing Powers; Sale or Lease of Undertaking; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made on or before the 23rd day of December next by the Right Honourable Seymour Henry Earl Bathurst, Robert Fenwick Mills, of Tapton Grove, near Chesterfield, in the county of Derby, Gentleman, John Plowright Houfton, of Bolsover, in the same county, Gentleman, Abel Charlesworth Sykes, of Bolsover aforesaid, Gentleman, and William Hall, Junior, of Bolsover aforesaid, Farmer (hereinafter referred to as "the Undertakers") to the Board of Trade for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes amongst others:—

To confer upon the Undertakers all such powers and privileges as are or may be necessary or convenient for or incidental to the supply of water within the following parishes and portions of parishes and places, namely:—The urban district and parish of Bolsover, and also to and within portions of the parishes or places of Scarcliffe and Palterton, within the district of the Blackwell Rural District Council, all in the county of Derby, the boundaries of which urban district, parishes and places proposed to be supplied are more particularly defined upon the map deposited as hereinafter mentioned.

To authorize the Undertakers for the purposes of the Order to construct the following works, namely:—

1. A pumping station and plant incidental thereto, softening plant, low level service and storage tanks, pumping and service mains and other conveniences and appliances situate in the parish and urban district of Bolsover, in the county of Derby, in the field numbered 1042 on the $\frac{1}{2500}$ Ordnance Map (second edition, 1898) of that parish, such works being on the south side of the southern boundary fence of the Lancashire, Derbyshire and East Coast Railway.
2. A line of pipes or pumping main commencing at the pumping station before described, and leading into a high level service tank situate in the parish of Scarcliffe, in the rural district of Blackwell, in a field numbered 300 on the $\frac{1}{2500}$ Ordnance Map (second edition, 1898) of that parish at a point on the eastern side of and adjoining the public road (Flash-lane) leading from Bolsover to Palterton.
3. A high level service tank situate as before described and distributing mains proceeding therefrom and extending in and under the aforesaid public road (Flash-lane) in a northerly and southerly direction.

Together with all necessary wells, tanks, storage reservoir, filter beds, shafts, sluices, valves,

discharge pipes, drains, channels, mains, pipes, stand pipes, apparatus, buildings, pumping stations, engines, pumps, softening plant, works and conveniences connected with or incidental to the works above described or any of them, and from time to time to enlarge, alter, repair, extend, renew, improve and use the said wells, reservoir and works, and any other works connected with the acquisition or supply of water, and to construct and maintain other similar works.

To authorize the Undertakers to deviate from the lines and levels of the intended works as shown upon the plan and section hereinafter mentioned, to such extent as may be provided by the Order or as may be sanctioned by the Board of Trade,

To authorize the Undertakers to purchase by agreement the lands and other hereditaments shown upon the plan deposited as hereinafter mentioned, together with all springs, streams and water supplies in, on or under the same for the purposes of the intended works, and to empower the Undertakers to acquire by agreement easements or way-leaves in, over or under the said lands for the purposes of the Order.

To authorize the Undertakers generally to acquire and to hold lands for the purposes of the Order, and from time to time to sell, lease or otherwise deal with such lands or any part thereof, and to take, divert, collect and impound all springs and waters found upon or under any land acquired or held by the Undertakers.

To authorize the Undertakers on any lands held by them for the purposes of the said Order to exercise the powers and do all or any of the acts and things mentioned in section 12 of "The Waterworks Clauses Act, 1847," and to exempt lands held by the Undertakers from all or some of the provisions of "The Lands Clauses Acts" relating to superfluous lands.

To authorize the Undertakers from time to time for the purpose of laying down, repairing and maintaining any mains, pipes, culverts and other works connected with the supply of water, to break up, alter, or stop up streets, roads (whether repairable by any Local Authority or not), railways, highways, lanes, bridges and other public and private passages and places, streams, brooks and watercourses, and to remove, divert or alter temporarily or otherwise any sewers, drains, pipes or other works under the said streets, roads, highways, lanes, bridges and other places which would obstruct or interfere with the laying, maintaining, altering or removing of any such works or conveniences.

To authorize the Undertakers to sell or let for hire water meters, service taps and fittings and apparatus and other things connected with the supply or consumption of water.

To confer upon the Undertakers powers for preventing the waste, pollution, abstraction or wrongful use of the water supplied, and to adopt and enforce all proper and needful regulations in reference thereto, and for preventing any improper or unauthorized interference with the water or works.

To authorize the Undertakers to make and carry into effect contracts and agreements with any Local Authority, company or persons for the supply of water in bulk or otherwise for use within or without the limits of supply.

To authorize the Undertakers to levy and recover rates, rents and charges for the supply of water, and for the hire or use of meters,

fittings, engines and other articles, apparatus and things supplied by the Undertakers.

To authorize the Undertakers to raise capital and to borrow on mortgage upon such terms as the Undertakers may determine, or as may be prescribed by the Order.

To authorize the Undertakers to sell or lease either in perpetuity or for a limited period, the undertaking to be authorized by the Order, or any part or parts thereof, to any Local Authority, company or person upon such terms and conditions (pecuniary or otherwise), and under and subject to such restrictions and regulations as may be agreed or be prescribed by the Order, and to transfer and vest in the purchaser all or any of the powers, rights and privileges of the Undertakers under the Order.

To confer upon the Undertakers all such powers, rights and privileges as are usually conferred upon water companies, or which may be necessary or expedient for carrying into execution any of the objects of the intended Order

The Order will incorporate, with or without modification, all or part of the following Acts, or some of them, namely:—"The Waterworks Clauses Acts, 1847 and 1863"; "The Lands Clauses Acts"; "The Companies Clauses Consolidation Acts, 1845 to 1889"; "The Companies Clauses Acts, 1863 to 1869."

The Order will vary or extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges.

On or before the 30th day of this present month of November, plans and sections of the proposed new works, and of the lands proposed to be acquired for the purposes thereof, and a map showing the boundaries of the proposed limits of supply and the situation of the proposed new works, together with a copy of this advertisement, will be deposited for public inspection in the office of the Clerk of the Peace for the county of Derby, at his office at Derby, and, on or before the same date, a similar deposit will also be made at the office of the Board of Trade, Whitehall-gardens, London.

The drafts of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd 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 office of either of the undersigned at the price of one shilling each.

And notice is hereby further given, that every company, corporation or person desirous of making 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, at his office at Whitehall aforesaid, on or before the 15th day of January, 1903, and that copies of such objections must at the same time be sent to either of the undersigned agents for the Undertakers, and that in forwarding to the Board of Trade such objections the objectors or their agents must state that a copy of the same has been forwarded to the Undertakers or their agents.

Dated this 18th day of November, 1902.

DAVIES, SANDERS and Co., Chesterfield, Solicitors.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

ERITH TRAMWAYS AND IMPROVEMENT.

(Construction of New Tramways in the Parish and Urban District of Erith, in the County of Kent, and the Metropolitan Borough of Woolwich, in the County of London; Gauge; Motive Power; Tolls, Rates, and Charges; Power to Council to Work Tramways; General and Incidental Powers: Bye-laws; Construction of New Roads and Street Widening, and Bridge carrying Lower-road, Erith, over North Kent Branch of South Eastern and Chatham Railway; Compulsory Purchase of Lands; Exemption of Section 92 of Lands Clauses Consolidation Act, 1845; Transfer to Council of Powers within the Urban District of Erith of Commissioners of Sewers for the Limits extending from Lombards Wall to Gravesend Bridge; Erection and Maintenance of Reading, Refreshment Rooms, &c., in Recreation Grounds; Charges of Admission thereto; Regulations as to the use and enjoyment of Recreation Grounds; Band of Music; Supply of Electric Fittings; Byelaws; Discounts; Exemption from Liability to Supply Electricity in certain cases; Power to Require and Recover Payment of Fees by persons Constructing or Altering Buildings within the District; Powers as to Infectious Diseases; Penalties for Selling Milk of Diseased Cows, and Powers for Dealing with Tuberculosis in Cows; Powers as to Buildings and Streets and Sanitary Matters; Powers with regard to Police and Street Traffic; Borrowing Powers; Raising and Application of Moneys; Application of Tramway Revenue; Future Collection of Local Rates; Power to Grant Gratuities to Officers or Servants Injured in Service of Council; Byelaws; Penalties; Incorporation, Amendment and Repeal of Acts.)

NOTICE is hereby given, that the Erith 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 Erith, in the county of Kent and in the metropolitan 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 as follows (that is to say):—

Tramway No. 1.—Commencing in Bexley-road at the boundary of the parish of Crayford at Northumberland Heath, by a junction with Tramway No. 6, authorized by the Bexley Tramways Act, 1901, at its point of termination, proceeding thence in a northerly, north-easterly and easterly direction along Bexley-road, crossing the South Eastern Railway (North Kent Branch), by the Bexley-road bridge into and along Queens-road, proceeding along that road in a south-easterly direction to Crayford-road and terminating in the last-mentioned road by a junction with Tramway No. 3 hereinafter described at a point 0.5 chain south of the intersection of Crayford-road with Queens-road.

Tramway No. 1a.—Commencing in Queens-road, Erith, by a junction with Tramway No. 1 at a point 9.3 chains south of the intersection of Avenue-road and Queens road running thence into Crayford-road, and terminating therein by a junction with Tramway No. 3 at a point 10.2 chains south of the intersection of Avenue-road and Crayford-road.

Tramway No. 2.—Commencing in Bexley-road by a junction with Tramway No. 1 at a point 0.4 chain south-east of the intersection of Bexley-road and Station-road, proceeding thence in an easterly direction along Pier-road, thence into and along Crayford-road, and terminating therein by a junction with Tramway No. 3 hereinafter described at a point 0.7 chain south of the intersection of Pier-road and High-street.

Tramway No. 2a.—Commencing in Pier-road, Erith, by a junction with Tramway No. 2 at a point 1.5 chains west of the intersection of Pier-road and High-street, proceeding thence into High-street and terminating therein by a junction with Tramway No. 3 at a point 0.4 chain north of the intersection of Pier-road and High-street.

Tramway No. 3.—Commencing in Knee-hill, at the boundary of the metropolitan borough of Woolwich at a point, 0.5 chain south of the intersection of Abbey-road and Station-road, passing thence in an easterly direction along Abbey-road, Gilbert-road and Picardy-street, thence in a southerly direction along Station-road, Belvedere, thence in an easterly direction along Lower-road, thence over the South Eastern Railway (North Kent Branch) by means of an intended new bridge, thence proceeding in an easterly direction along Lower-road and West-street across the tramways crossing West-street constructed under the Act of 27 and 28 Vic., c. 215, thence first in an easterly and afterwards in a south-easterly direction along High-street, thence in a southerly direction along Crayford-road crossing the South Eastern and Chatham Railway by the Crayford-road bridge and proceeding in a southerly direction along South-road, terminating therein at the boundary of the parish of Crayford 1.30 chains south of the intersection of South-road and Boundary-street.

Tramway No. 4.—Commencing in Woolwich-road at the boundary of the metropolitan borough of Woolwich, proceeding thence in an easterly direction along Woolwich-road and Erith-road, thence in an easterly direction along Holly Hill-road and Erith-road, thence in a southerly direction along Fraser-road, thence in an easterly direction along an intended

extension of Fraser-road into Bexley-road and terminating in Bexley-road by a junction with Tramway No. 1, at a point 1·5 chains west of the intersection of Bexley-road and Victoria-road.

Tramway No. 5.—Commencing in Woolwich-road, Belvedere, by a junction with Tramway No. 4, at a point 1·5 chains west of the intersection of Picardy-road and Woolwich-road proceeding thence generally in a northerly direction along Picardy-road to Station-road, Belvedere, and terminating in the last-mentioned road by a junction with Tramway No. 3 at a point 1·5 chains south of the intersection of Station-road, Belvedere, and Picardy-street.

Tramway No. 5a.—Commencing in Erith-road, Belvedere, by a junction with Tramway No. 4 at a point 1·2 chains east of the intersection of Picardy-road and Erith-road, passing thence into Picardy-road and terminating therein by a junction with Tramway No. 5 at a point 1·1 chains north of the intersection of Picardy-road and Erith-road.

Tramway No. 5b.—Commencing in Picardy-road, Belvedere, by a junction with Tramway No. 5 at a point 1·2 chains south-west of the intersection of Picardy-road and Lower-road proceeding into Lower-road and terminating therein by a junction with Tramway No. 3 at a point 1·2 chains east of the intersection of Lower-road and Station-road, Belvedere.

Tramway No. 6.—Commencing in Bostall Hill-road by a junction with Tramway No. 7, hereinafter described, at a point 7 chains west of the intersection of Basildon-road and Bostall Hill-road, proceeding thence in a south-easterly direction along Bostall Hill-road and terminating therein at the boundary of the parish and urban district of Erith by a junction with Tramway No. 4 at its point of commencement hereinbefore described.

Tramway No. 6a.—Commencing in Bostall Hill-road by a junction with Tramway No. 6 at a point 0·5 chain east of the intersection of Bostall Hill-road and Basildon-road, and terminating by a junction with Tramway No. 7 at a point 0·7 chain north of the intersection of Basildon-road and Bostall Hill-road.

Tramway No. 7.—Commencing in Bostall Hill-road, Woolwich, by a junction with Tramway No. 1 authorized by the Bexley Tramways Act, 1901, at a point 1 chain west of the intersection of Wickham-lane and Bostall Hill-road, Woolwich, passing thence in an easterly direction along Bostall Hill-road, thence in a northerly direction along Basildon-road, thence in a north-easterly direction along McLeod-road, thence in a northerly direction along Knee-hill, and terminating therein at the boundary of the parish and urban district of Erith by a junction with Tramway No. 3 at its point of commencement hereinbefore described.

Tramway No. 7a.—Commencing in Wickham-lane by a junction with Tramway No. 1 authorized by the Bexley Tramways Act, 1901, at a point 1·1 chains south of the intersection of Bostall Hill-road and Wickham-lane and terminating in Bostall Hill-road by a junction with Tramway No. 7 at a point 0·8 chain east of intersection of Bostall Hill-road and Wickham-lane.

Tramway No. 8.—Commencing in Bexley-road, Erith, by a junction with Tramway No. 1 at a point 0·7 chain west of the intersection of Queens-road and Bexley-road, passing thence in a north-easterly direction along Bexley-road and in a northerly direction along an intended new road through property belonging to the

Council on the Walnut Tree House Estate in Bexley-road and High-street, and terminating in West-street by a junction with Tramway No. 3 at a point 0·3 chain west of the intersection of West-street and Station-road, Erith.

Tramway No. 8a.—Commencing in the open space at the junction of Station-road, Bexley-road and Pier-road at a point 0·60 chain south-east of the intersection of Bexley-road and Station-road by a junction with Tramway No. 1 and terminating in the intended new road through the property of the Council on the Walnut Tree House Estate at a point 1 chain north of the intersection of Bexley-road and Station-road by a junction with Tramway No. 8.

Tramway No. 8b.—Commencing in the intended new road through the property of the Council on the Walnut Tree House Estate by a junction with Tramway No. 8 at a point 1 chain south of the intersection of Station-road and West-street and terminating in West-street at a point 1·50 chains south-east of the intersection of Station-road and West-street by a junction with Tramway No. 3.

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. 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 street 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 Bexley-Road:—

(1) On both sides thereof, between points respectively 0·20 chain and 3·70 chains north-east of its intersection with Brook-street, Northumberland Heath.

(2) On both sides thereof, between points respectively 8·20 chains and 11·60 chains north-east of its intersection with Brook-street, Northumberland Heath.

(3) On the west side thereof, between points respectively 11·60 chains and 12·30 chains north-east of its intersection with Brook-street, Northumberland Heath.

(4) On the east side thereof, between points respectively 3·50 chains and 12·20 chains north of its intersection with Northumberland Park, Northumberland Heath.

(5) On both sides thereof, between points respectively 12·20 chains and 16·00 chains north of its intersection with Northumberland Park, Northumberland Heath.

(6) On the east side thereof, between points respectively 16·00 chains north of its intersection with Northumberland Park and 0·60 chain north-east of its intersection with Lesney Park.

(7) On both sides thereof, between points respectively 0·60 chain and 4·50 chains north-east of its intersection with Lesney Park.

(8) On the south side thereof, between points respectively 4·50 chains north-east of its intersection with Lesney Park and 9·70 chains east of its intersection with Park Crescent-road.

(9) On both sides thereof, between points respectively 9·70 chains east of its intersection with Park Crescent-road and 0·50 chain west of its intersection with Victoria-road.

(10) On the north side thereof, between points respectively 0·50 chain west of its intersection with Victoria-road and 2·00 chains east of its intersection with Victoria-road.

(11) On the south side thereof, between

points respectively 0·70 chain and 3·20 chains east of its intersection with Victoria-road.

In Queens-road :—

(1) On the south side thereof, between points respectively 3·20 chains east of the intersection of Victoria-road and Bexley-road and 1·20 chains south-east of the intersection of Queens-road and Pier-road.

(2) On both sides thereof, between points respectively 1·20 chains and 5·70 chains south-east of its intersection with Pier-road.

(3) On the south side thereof, between points respectively 4·10 chains north-west of its intersection with Crayford-road and 0·30 chain south-east of its intersection with Crayford-road.

(4) On the north side thereof, between points respectively 4·00 chains and 1·50 chains north-west of its intersection with Crayford-road.

Tramway No. 2.—In Pier-road :—

(1) On the north side thereof, between points respectively 0·20 chain and 1·00 chain east of its intersection with Queens-road.

(2) On both sides thereof, between points respectively 1·00 chain and 11·60 chains east of its intersection with Queens-road.

(3) On both sides thereof, between points respectively 4·65 chains and 6·00 chains east of its intersection with Cross-street.

Tramway No. 3.—In Abbey-road :—

(1) On the north side thereof, between points respectively 0·50 chain and 2·85 chains west of its intersection with Florence-road.

(2) On both sides thereof, between points respectively 4·00 chains east of its intersection with Florence-road, and 10·25 chains west of the intersection of Picardy-street and Station-road, Belvedere.

In Picardy-street :—

On both sides thereof, between points respectively 10·25 chains and 0·35 chain west of its intersection with Station-road, Belvedere.

In Station-road, Belvedere :—

On the east side thereof, between points respectively 0·20 chain and 2·00 chains south of its intersection with Picardy-street.

In Lower-road :—

(1) On both sides thereof, between points respectively 0·10 chain and 4 furlongs 1·10 chains east of its intersection with Station-road, Belvedere.

(2) On both sides thereof, between points respectively 0·30 chain and 14·80 chains south-east of its intersection with Church Manorway.

(3) On both sides thereof, between points respectively 0·80 chain and 1·90 chains north-east of its intersection with West-street.

In West-street :—

(1) On the east side thereof, between points respectively 0·80 chain north-east and 1·20 chains south-east of its intersection with Lower-road.

(2) On both sides thereof, between points respectively 1·20 chains and 2·90 chains south-east of its intersection with Lower-road.

(3) On both sides thereof, between points respectively 0·30 chain south-east of its intersection with St. Francis-road and 2·60 chains south-east of its intersection with Cross-street.

(4) On the south side thereof, between points respectively 2·60 chains and 3·50 chains south-east of the intersection with Cross-street.

(5) On both sides thereof, between points respectively 3·50 chains and 6·00 chains south-east of its intersection with Cross-street.

In High-street :—

(1) On the west side thereof, between points

respectively 0·50 chain and 2·80 chains south of its intersection with Bexley-road.

(2) On both sides thereof, between points respectively 6·00 chains and 0·30 chain north of its intersection with Pier-road.

In Crayford-road :—

On both sides thereof, between points respectively 0·20 chain and 23·40 chains south of its intersection with Pier-road.

In South-road :—

On both sides thereof, between points respectively 10·70 chains north and 1·30 chains south of its intersection with Boundary-street.

Tramway No. 4. In Woolwich-road :—

(1) On both sides thereof, between points respectively 15·70 chains and 10·50 chains west of its intersection with New-road.

(2) On the south side thereof, between points respectively 0·20 chain and 8·70 chains east of its intersection with New-road.

(3) On both sides thereof, between points respectively 8·70 chains and 12·90 chains east of its intersection with New-road.

(4) On the south side thereof, between points respectively 12·90 chains and 16·60 chains east of its intersection with New-road.

(5) On the south side thereof, between points respectively 0·80 chains and 12·50 chains north-east of its intersection with Bedonwell-hill.

(6) On both sides thereof, between points respectively 12·50 chains and 15·20 chains north-east of its intersection with Bedonwell-hill.

(7) On the south side thereof, between points respectively 5·20 chains north-east of its intersection with Bedonwell-hill, 16·40 chains west of its intersection with Albert-road.

(8) On the south side thereof, between points 14·85 chains and 9·60 chains west of its intersection with Albert-road.

(9) On the south side thereof, between points respectively 2·70 chains and 2·20 chains west of its intersection with Bedonwell-road.

(10) On both sides thereof, between points respectively 2·20 chains west and 5·30 chains east of its intersection with Bedonwell-road.

(11) On the south side thereof, between points respectively 5·30 chains and 5·80 chains east of its intersection with Bedonwell-road.

In Erith-road :—

(1) On the south side thereof, between points respectively 14·10 chains and 13·60 chains west of its intersection with Brook-street.

(2) On both sides thereof, between points respectively 13·60 chains and 11·30 chains west of its intersection with Brook-street.

(3) On the south side thereof, between points respectively 11·30 chains and 9·50 chains west of its intersection with Brook-street.

(4) On the south side thereof, between points respectively 0·30 and 8·50 chains west of its intersection with Brook-street.

(5) On the south side thereof, between points respectively 0·30 chain and 2·20 chains east of its intersection with Brook-street.

(6) On both sides thereof, between points respectively 2·20 chains and 4·00 chains east of its intersection with Brook-street.

In Holly Hill-road :—

(1) On both sides thereof, between points respectively 17·00 chains and 11·70 chains north west of its intersection with Holmhurst-road.

(2) On both sides thereof, between points respectively 1·70 chains west and 1·70 chains east of its intersection with Holmhurst-road.

(3) On both sides thereof, between points respectively 19·50 chains and 21·50 chains east of its intersection with Holmhurst-road.

In Erith-road:—

On both sides thereof, between points respectively 2·00 chains and 6·00 chains east of its intersection with Tower-road.

In Fraser-road:—

(1) On both sides thereof, between points respectively 1·30 chains and 0·20 chain north of its intersection with Riverdale-road.

(2) On the east side thereof, between points respectively 0·20 chain north and 1·00 chain south of its intersection with Riverdale-road.

(3) On both sides thereof, between points respectively 8·40 chains west and 0·50 east of the centre of the Dining Rooms.

(4) On both sides of the proposed extension thereof, between points respectively 0·50 chain and 9·00 chains east of the centre of the Dining Rooms.

(5) On the north side of the proposed extension thereof, between points respectively 9·00 chains and 12 chains east of the centre of the Dining Rooms.

Tramway No. 5. In Picardy-road:—

(1) On the west side thereof, between points respectively 8·40 and 6·70 chains south of its intersection with Berkhamstead-road.

(2) On both sides thereof, between points respectively 6·80 chains and 0·80 chain south of its intersection with Berkhamstead-road.

(3) On the east side thereof, between points respectively 0·80 chain south and 0·20 chain north of its intersection with Berkhamstead-road.

(4) On both sides thereof, between points respectively 0·20 chain north and 7·00 chains north-east of its intersection with Berkhamstead-road.

(5) On the west side thereof, between points respectively 4·30 chains and 3·20 chains south of its intersection with Kentish-road.

(6) On both sides thereof, between points respectively 4·30 chains south and 7·00 chains north of its intersection with Kentish-road.

(7) On both sides thereof, between points respectively 5·00 chains south-west and 9·80 chains north of its intersection with Lyndon-road.

Tramway No. 6. In Bostall Hill-road:—

(1) On both sides thereof, between points respectively 11·00 chains east of its intersection with Basildon-road and 6·10 chains west of its intersection with Long-lane.

(2) On both sides thereof, between points respectively 12·50 chains and 25·00 chains east of its intersection with Long-lane.

Tramway No. 7. In Elmstead-terrace:—

On both sides thereof between points respectively 15·30 chains and 0·20 chain west of its intersection with Basildon-road.

In Basildon-road:—

On both sides thereof, between points respectively 4·25 chains south and 8·50 chains north of its intersection with Cordite-street.

In McLeod-road:—

On both sides thereof 22·00 chains west and 26·50 east of its intersection with Bostall-lane.

In Knee Hill:—

On both sides thereof, between points respectively 0·30 chain and 6·50 chains north of its intersection with McLeod-road.

Tramway No. 8.—In the intended new road passing through the Walnut Tree House Estate, the property of the Council.

(1) On the north side thereof, between points respectively 0·50 chain and 2·50 chains north-east of the intersection of Station-road and Bexley-road.

(2) On both sides thereof, between points

respectively 2·50 chains north-east of the intersection of Station-road with Bexley-road and 7·00 chains north-west of the intersection of Cross-street and West-street.

4. The motive power to be used on the proposed tramways will be electrical or any mechanical power or animal power or partly one and partly another of such powers.

5. 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 Erith 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 the 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 or light railways 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.

6. To empower the Board of Trade to extend the time limited by the intended Act for the completion of the tramways thereby authorized.

7. To empower the Council to construct any of the proposed tramways and to alter their position in any street by substituting single or interlacing lines for double lines or double or interlacing lines for single lines.

8. To empower the Council, when any road in which a tramway is laid, altered, or widened, to reconstruct such tramway in such position as they think fit.

9. To empower the Council for the purpose of constructing any of the proposed tramways to increase the width of the roadway by reducing the width of any footpath.

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 electrical 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 re-

spective tramways and works, or tramways laid within their respective districts, or any part or parts of such tramways respectively, the making of 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 authorize the respective contracting parties to give and take a guarantee against any loss arising by reason of any such agreement, and to pay out of their rates any such loss.

12. To authorize the Council for the purpose of constructing any tramway in any street to take up, remove, or dispose of, or if though 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 or light railways worked by or leased 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, light railway, 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, light railway, channel, or electric lines, or substituted tramways, light railways, 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 hereinbefore mentioned, and having wheels adapted to run on or in an edged, grooved, or other rail in 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 provide that so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the Council's tramways.

18. 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 or light railways within or without the district, which may for the time being be connected with any of 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, carriages, buildings, 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.

19. To empower the Council to make the new road, road diversion and street widenings hereinafter described (that is to say) :—

In the said parish and urban district of Erith :

(1) A new road to form an extension of Fraser-road, commencing at the termination of Fraser-road 0·65 chains east of the north-east corner of the dining-rooms opposite Fraser and Chalmers' Engineering Works, and terminating in Bexley-road at a point 10·15 chains east of the north-east corner of the said dining-rooms.

(2) A diversion of the Lower-road on the north-side thereof, for the purpose of carrying the said road over the South Eastern and Chatham Railway (North Kent Line) by means of a bridge, commencing at a point in the Lower-road 4·55 chains north-west of Gordon-road and terminating in the said Lower-road at a point 10·26 chains south-east of Gordon-road.

(3) A widening of the corner of Queens-road and Crayford-road, commencing in Crayford-road at a point 10·60 chains south of Avenue-road, and terminating in Queens-road at a point 9·80 chains south-east of Avenue-road.

(4) Widenings of High-street :—

(a) On the south side thereof from Bexley-road in a north-westerly direction for a distance of 2·65 chains.

(b) On the south side thereof from Cross-street in a north-westerly direction for a distance of 2·22 chains.

(5) Widenings of West-street :—

(a) On the south side thereof from St. Francis-road in a south-easterly direction for a distance of 9·40 chains.

(b) On the north side thereof, between points respectively 2·60 chains and 11·15 chains south-east of its intersection with St. Francis-road.

(6) A widening of Station-road, Belvedere :—
On the east side thereof, between points respectively 4·40 chains north and 2·30 chains south of its intersection with Picardy-street.

(7) A widening of Picardy-road :—

On both sides thereof, between points respectively 0·30 chain and 7·00 chains north of its intersection with Kentish-road.

In the Parish of Plumstead and metropolitan borough of Woolwich :—

(8) A widening of Knee-hill :—

On the west side thereof, between Abbey Wood-road and McLeod-road.

20. To make provision as to the cost of the construction, maintenance and repair of the diversion of Lower-road and the bridge carrying the road over the South-Eastern and Chatham Railway (North Kent Branch) above described and to empower and if thought fit to require the South-Eastern and Chatham Railway Company to defray or to contribute towards the cost of such road diversion and new bridge and to empower the Council and the said Railway Company to enter into and carry into effect agreements with reference thereto and to confirm any such agreement made before the passing of the intended Act and to empower the Railway Company to apply their rates or funds to the purpose aforesaid.

21. To enable the Council to acquire by compulsion or agreement the Wharf Offices and premises in High-street, Erith, with the rights of user of the foreshore of the River Thames demised to the Council by Charles Beadle, Esq., J.P., by an Indenture of Lease dated the 7th day of October, 1897.

22. To authorize 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, caulevers, bridges, arches, sewers, drains, goits, culverts, excavations, and other works and conveniences.

23. To authorize 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.

24. 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 parish of Erith and in the metropolitan borough of Woolwich lands (including in that expression where used in this Notice, houses, buildings, easements, and other property), and to erect offices, waiting-rooms, shelters, 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, and to retain and sell surplus lands acquired by them, notwithstanding the provisions of the Land Clauses Acts, and to provide for application of proceeds of sale of such lands.

25. 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.

26. To authorize the Council to run omnibuses or motor cars in connection with their tramways or when the running of carriages thereon is inadvisable.

27. To empower the Council to use 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 Erith, in the county of Kent, containing 2 acres or thereabouts situate to the south of High-street, Erith, and bounded on the north-east by gardens and yards attached to premises Nos. 1 to 11 inclusive High-street, on the south-east by garden ground in the occupation of Stephen Jeffreys, and on the north-west and south-west by other land the property of the Council.

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.

28. To authorize 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.

29. To empower the Council to 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.

30. To empower the Council to allow discounts 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 and to exempt the Council from liability to supply in certain cases.

31. To exempt the urban district of Erith from the jurisdiction of the Commissioners of Sewers for the limits extending from Lombards-wall to Gravesend bridge, in the county of Kent (hereinafter called "the Commissioners"), and to provide that the Commissioners shall cease to have or exercise any jurisdiction, rights, powers, authorities or privileges within that district, and to relieve all property within that district from all or any liabilities and obligations incurred by the Commissioners to which such property may now be subject by force of any act, decree, ordinance, award, or order of the Commissioners or otherwise, and to provide for the apportionment, if thought fit, of rents, charges, rates, assessments, or other impositions or liabilities on or in respect of lands or works, partly within and partly without the said district, and to transfer to and confer upon the Council or any of their officers, all or any of the rights, powers, authorities, duties, obligations and privileges of or exercisable or enjoyed by such Commissioners, or any of them, or any of their officers within the said district, and to transfer to and vest in the Council all the lands and property, real and personal, of the Commissioners within the said district.

32. To make all necessary provisions for the exercise by the Council or their officers of such jurisdiction, rights, powers, authorities, duties, obligations and privileges within the district, and to confer upon the Council and their officers additional powers, rights and authorities in relation to the raising of existing and construction of new banks and entry on lands for effectually protecting the said district from floods and otherwise, and for charging all the expenses of the execution of such rights, powers, authorities, duties, obligations and privileges and of effecting such transfer of jurisdiction upon the district, fund and general district rate of the district or wholly or partially upon special rates or contributions to be levied by the Council on any part or parts of the district, and to enable the Council to levy and recover such rates or contributions.

33. To extend and make applicable to the Council in the exercise of such jurisdiction, rights powers and authorities and discharge of such duties and obligations all or any of the provisions of the Public Health Act, 1875, as if such exercise and discharge were purposes of that Act.

34. To alter or amend, and if need be repeal, any decrees, ordinances, awards, or orders of the Commissioners relating to or affecting the said urban district of Erith or any property therein, and to make provision with respect to the inspection by the Council and production and taking copies of any books papers registers or other documents relating to the affairs of the Commissioners or any decrees, ordinances, awards, or orders of the Commissioners, and for compelling the production thereof, and to authorize the Council, if thought fit, to make compensation to officers of the Commissioners.

35. To authorize and enable the Council to charge fees in respect of duties or services performed by the Surveyor and other officers of the Council in inspecting and supervising the construction or alteration of buildings within their district, and to provide for the payment and recovery of such fees from the builder, owner, or occupier of such buildings.

36. To authorize 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 or recreation grounds belonging to or held by them, and to charge for the admission 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 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 authorize the Council to provide and let chairs therein, and to contribute to a public band of music for the district.

37. To confer on the Council larger powers than they now possess with regard to infectious diseases, including amongst others the following powers (that is to say):—Requiring cow-keepers, persons engaged in washing and mangling clothes, and principals of schools to

furnish lists of customers, owners of clothes, and pupils respectively in certain cases; to enable the Council to provide nurses, 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 and persons ceasing employment for loss, to make provision for protection against infection of books from lending library, to enable the Council to remove persons on account of existence of infectious diseases, to pay the expenses of persons in hospital, to regulate the manufacture and sale of ice-creams, to empower medical officer to examine school children, and to impose penalties on persons allowing infected children to attend school, to prohibit the blowing or inflating of carcasses, to enable the Council to require articles of bed and body clothing to be purified, to enable the Council to make bye-laws regulating hospitals, and to provide for the disinfection of clothes.

38. To make provisions for protecting the public against the spread of disease by 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 authorized inspector into any byres or cowsheds or 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 ascertaining whether such cows suffered from disease 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.

39. 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 and to require means of escape from buildings in case of fire, as to temporary and movable buildings, power to sell materials of temporary 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 and to declare where streets begin and end, to define future line of existing streets, to determine principal frontage of new buildings adjoining two streets, to require new buildings in new streets to be in accordance with deposited street plan, to provide that continuation of existing streets shall be deemed new streets, and that elevation of buildings erected on front land shall be subject to approval of Council, and to prohibit the erection of new buildings until line of street defined, intersecting streets, to make provisions with regard to the height of buildings and chimneys, to prohibit cellars in parts of district liable to floods, to make bye-laws with regard to building materials, and to prohibit their deposit in streets without the consent of the Council, and for their disposal by the Council, to exempt the Council from damages in executing works for owner except in cases of negligence, to provide for the recovery of damages caused to footways by excavations, 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 paving of yards, and the lopping of trees or shrubs overhanging streets

and footpaths, to make provision for the prevention of the formation of cul-de-sacs, to authorize the Council to charge for emptying ashpits of trade refuse and for emptying cesspools where a sewer is available, to provide for the fencing of vacant lands adjoining streets, for separate sewers for surface water and sewage for enlarged sewer in certain cases, for preventing soil and sand being washed into streets, to enable Council to take proceedings for preventing obstruction in watercourses, to require forecourts to be fenced off from streets, and to make provision as to underground rooms.

40. To confer on the Council further powers with regard to sanitary matters, including the following, viz., the filling up of cesspools, empowering the surveyor, medical officer or inspector of nuisances 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 for the removal or alteration of urinals and for removal and prevention of projections over streets, to provide that soil pipes shall be properly ventilated, that rainwater pipes shall not be used as soil pipes, to require owners to provide proper sinks and drains for buildings, to impose penalties on owners of houses without proper water supply, to require owners to permit application of test to drains, to enable Council to require houses to be drained by combined operation, to make provisions with regard to reconstruction of drains, the improper construction or repair of water closets or drains, wilful damage to drains, to enable the Council to purify filthy and dangerous articles, to require old drains to be laid open for examination before communicating with sewers, and to enable the Council to require water closets to new buildings, for the conversion of existing closet accommodation other than water closet accommodation, into water closets, and extending the definition of nuisance, to enable the Council to provide ambulances, defining the establishment of a new business, as to cleansing of cisterns, to enable the Council to provide public drinking fountains and to close houses unfit for habitation.

41. To confer on the Council further powers with reference to police and street traffic, and in particular to restrict advertisements on vehicles and hoardings, to regulate the use of skysigns, to require dangerous places to be repaired or enclosed, to provide that unfenced ground adjoining a street shall be a street for certain purposes, to empower police constables to enter premises in case of fire, and to provide that the captain of the fire brigade shall have control of operations at fires. To require notice to be given of processions through the streets.

42. To empower the Council to borrow money for all or any of the purposes of the Bill, and for the general purposes of their tramways and electricity Undertakings, and for such other purposes as may be prescribed or authorized by the Bill, 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 electricity 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 Bill, and to provide for the disposal or application of the revenue arising from the tramway and electricity Undertakings, and to make further provision with reference to the existing debts of the Council, and otherwise

in relation to the finances rates and revenues of the Council.

43. To empower the Council to extend the provisions of any existing byelaws, to make new byelaws, 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 Bill 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 Bill, and to confer other rights and privileges.

44. 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.

45. To provide that upon the present collector of poor rates for the parish of Erith ceasing to hold the office of collector, the power of the Guardians of the Dartford Union to appoint a collector of poor rates shall cease in respect of the parish of Erith, and to authorize the Council to appoint assistant overseers and poor rate collectors, and to empower the Local Government Board to prescribe the form of demand note for rates in the district.

46. To authorize the Council to grant gratuities to their officers or servants who may be injured in their service, and to regulate and authorize the sums to be paid out of the funds of the Council to such purposes.

47. To incorporate with alterations and amendments and to apply, amend, alter, or repeal all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):—The Lands Clauses Acts, the Tramways Act, 1870, the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting Clauses Act, 1899, the Towns Improvement Clauses Act, 1847, the Town Police Clauses Acts, 1847 and 1889, the Local Loans Act, 1875, the Public Health Acts, the Infectious Diseases Notification Act, 1889, and the Infectious Diseases Prevention Act, 1890, and all Acts amending the said Acts respectively or any of them.

48. 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 Bill and to confer other rights, powers and privileges.

49. To alter, amend, extend, enlarge, or repeal or re-enact, with or without amendment, all or some of the provisions of the Erith Electric Lighting Order, 1899, and all other Acts and Orders relating to the Council.

And notice is hereby also given that, on or before the 29th day of November instant, plans and sections showing the lines, situation and levels of the proposed tramways, new roads, street widenings, and bridge, 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 Kent at his offices at Maidstone, and with the Clerk to the Urban District Council of Erith at the Council Offices, Erith, and with the Clerk of the Peace for the county of London at the Sessions House, Clerkenwell, and with the Town Clerk of the

metropolitan borough of Woolwich at the Town Hall, Woolwich.

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 10th day of November, 1902.

PARISH and HICKSON, 6, Laurence Pountney-hill, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1903.

DOVER CORPORATION.

(Transfer of Undertaking of Dover Electricity Supply Company Limited, to Corporation; Borrowing of Money; Extension of Borrowing Powers under Public Health Acts; Accounts; Supply within and beyond the Borough; Fittings; Purchase of Lands; Incorporation and Amendment 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 objects and purposes (that is to say):—

To empower the Corporation to borrow money to enable them to purchase the Undertaking of the Dover Electricity Supply Company Limited (in this Notice referred to as "the Company") in accordance with the agreement made between the Company of the one part, and the Corporation of the other part, and dated the 26th day of March, 1902, and to carry into effect, vary, or confirm the said agreement, and to carry into effect with or without amendment, the Dover Electric Lighting Order, 1902, confirmed by the Electric Lighting Orders Confirmation (No. 4) Act, 1902, and in other respects to provide for the transfer to the Corporation of the Company's Undertaking, the payment and distribution of the purchase money and the dissolution of the Company.

To empower the Corporation to raise the moneys necessary for the purchase of the said Undertaking, and otherwise for the purposes of the intended Act by mortgage or other securities, or by the creation and issue of Corporation stock, or by either of such means, and to charge such moneys upon the borough fund, borough rate, district fund, and general district rate, and upon the estate, undertakings, rates, rents, revenue, and other property of the Corporation, or on any of such securities, and to empower the Corporation to levy and take rates and charges, and to alter existing rates and charges.

To provide that moneys borrowed or to be borrowed by the Corporation for or in connection with their electric lighting Undertaking shall not be taken into account in reckoning the amount which the Corporation are entitled to borrow under the Public Health Acts.

To empower the Corporation in regard to their borrowing powers and the keeping of the accounts of their tramway Undertaking and electric lighting Undertaking, to determine to which Undertaking any expense, matter, or thing shall be assigned.

To empower the Corporation to make bye-laws for securing the safety and the prevention of fires in premises supplied or about to be supplied with electricity; to empower the Corporation to supply electrical energy in bulk to outside authorities; to empower the Corporation to accept a transfer of an electric lighting Undertaking in an adjoining district and to supply energy within such district, and to authorize agreements between the Corporation and any local authority, company, or person for the supply by the Corporation to such local authority, company or person of electrical energy for traction and other purposes within and beyond the borough; to make special provision in regard to the supply of electrical energy to premises having a separate supply; to authorize the Corporation to refuse to supply energy to persons whose payments to them are in arrear; and to alter the date to which the electric lighting accounts of the Corporation are to be made up.

To empower the Corporation to provide, sell, let for hire, fix, repair, and remove electric lines, fittings, apparatus, and things for lighting and motive power, and for all other purposes for which electrical energy can be used, and to take such remuneration and make such terms and conditions as they may think fit in respect of the same.

To empower the Corporation to purchase by agreement or to appropriate lands for any of the purposes of the intended Act, and to enable them to purchase by agreement the freehold or reversionary interest of the lease of the lands in or near Park-street upon which the existing generating station is erected.

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 Electric Lighting Acts, 1882 and 1888, the Electric Lighting (Clauses) Act, 1899, the Tramways Act, 1870, and the Arbitration Act, 1899, and all Acts amending those Acts respectively.

To repeal, alter or amend or incorporate all or some of the provisions of the Local Acts and Provisional Orders confirmed by Act of Parliament, now in force within the borough, including the Dover Corporation Act, 1901, and the Dover Electric Lighting Order, 1902, confirmed by the Electric Lighting Orders Confirmation (No. 4) Act, 1902, and the Dover Corporation Tramways Order, 1896.

To vary or extinguish all rights, powers, and privileges inconsistent with or which would or might interfere with the objects of the intended Act, and to confer other rights, powers, and privileges.

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 20th day of December next.

Dated this 12th day of November, 1902.

WOLLASTON KNOCKER, Town Clerk, Dover.

SHARPE, PARKER, PRITCHARDS, BARHAM, and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

SOUTHAMPTON HARBOUR.

(Further Powers to Board as to Dredging in Harbour and Solent; Further Borrowing Powers; Contributions and Guarantee by

London and South-Western Railway Company; Commutation of Payments to and Contributions by Southampton Corporation; Consolidation and Conversion of Loans; Auditors; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Southampton Harbour Board (hereinafter called "the Board") for an Act for all or some of the following purposes (that is to say):—

To confer further powers upon the Board with respect to dredging, deepening, and improving the harbour, channels and approaches within the limits of their jurisdiction to such extent as they may think fit, or as the intended Act may authorize or prescribe, and also to empower the Board to dredge, deepen and improve the channel of the Solent at and near Thorn Knoll to such an extent and in such manner and on and subject to such terms and conditions as may be prescribed or provided for by the intended Act.

To enlarge the borrowing powers of the Board and to authorize them to raise further moneys and to apply such moneys and any other moneys or funds belonging to them or under their control to all or any of the purposes authorized by their existing Acts or by the intended Act, and to borrow or raise such further moneys on the security of the tolls, rates, dues, and duties, and other revenues and property belonging to or leviable or receivable by the Board, and to provide for the application of the whole or part of the said tolls, rates, dues, duties, and revenues in or towards payment of the interest on the money so borrowed, and to make further and other provision with reference to the application of such tolls, rates, dues, duties and revenues.

To authorize and empower the London and South-Western Railway Company (hereinafter called "the Company") to contribute such sum or sums as may be agreed between the Company and the Board, or may be prescribed or provided for by the intended Act towards the costs and expenses incurred by the Board with respect to the dredging, deepening and improving of the harbour channels and approaches, and of the channel of the Solent hereinbefore referred to, and if thought fit to empower the Company to advance moneys to the Board for the purposes aforesaid, and to authorize agreements between the Company and the Board with reference to the matters aforesaid, and if thought fit to confirm any such agreement.

To authorize the Board and the Mayor, Aldermen, and Burgesses of the borough of Southampton (hereinafter called "the Corporation") to enter into and carry into effect agreements with respect to or otherwise to make provision for the commutation or suspension upon such terms and conditions as may have been or may be agreed upon, or may be prescribed or authorized by the intended Act, of the payments by the Board to the Corporation of the proportion of duties payable to the Corporation under the provisions of Sections 19 and 20 of the Act 43, Geo. III, cap. 21, as set forth in Schedule A to the Southampton Harbour Act, 1863, or under any other Act, and to confirm or give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To authorize and empower the Corporation to contribute such sum or sums as may be agreed upon between the Corporation and the Board, or may be prescribed or provided for by the intended Act towards the cost and expenses incurred by the Board in depositing the spoil recovered from the dredging hereinbefore referred to upon the Western Shore, Southampton, for reclamation or other purposes, and to borrow money and levy and apply rates for and to the purposes of any such contribution, and if thought fit to confirm any agreement between the Board and the Corporation with reference to the matters aforesaid.

To authorize and make provision for the consolidation and conversion of the existing and future mortgages, bonds and loans of the Board, and to empower the Board to raise moneys on the security hereinbefore referred to by the grant and issue of mortgages or bonds, stock, or other security to such an amount and of such class or classes and bearing such rate of interest as may be prescribed or authorized by the intended Act, and to provide for the issue of such mortgages or bonds, stock, or other security, in exchange or substitution for and to apply the moneys to arise therefrom in the redemption of the existing mortgages and bonds of the Board, and for the calling in, payment off, and cancellation of such existing mortgages or bonds, or any of them, and to exempt the Board and their mortgages from all or some of the provisions "with respect to mortgages" to be executed by the Commissioners" of the Commissioners Clauses Act, 1847, and any other Act regulating such mortgages, and to empower the Board and the holders of any of their bonds or mortgages and others (including persons acting in a fiduciary capacity or having only a limited interest in the moneys purporting to be secured by such bonds or mortgages) to enter into and carry into effect agreements with respect to the matters aforesaid or any of them.

To confer further powers upon the Board with respect to the appointment of auditors and to vary in their application to the Board the provisions of sections 92 and 93 of the Commissioners Clauses Act, 1847.

To vary and extinguish all rights and privileges which would or might interfere with all or any of the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, extend and enlarge or to repeal all or some of the provisions of the several Acts hereinbefore referred to, and of the Southampton Harbour Acts, 1863 to 1900, and any other Acts relating to the Board and of the Act 4 and 5 Will. IV, cap. 88, and any other Acts relating to the Company and of the Southampton Improvement Act, 1844, and any other Acts relating to the Corporation.

On or before the 20th 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 14th day of November, 1902.

BERNARD HARFIELD, Southampton, Solicitor.

SHERWOOD and Co., 7, Great George-street, Westminster, S.W., Parliamentary Agents.

In Parliament—Session 1903.

HOVE, WORTHING AND DISTRICT TRAMWAYS.

(Construction of new and additional tramways in the boroughs of Hove and Worthing, the urban districts of Portslade-by-Sea, New Shoreham, and Littlehampton, and the rural districts of Steyning West and East Preston, in the county of Sussex; Abandonment of portion of existing tramway; Adaptation of existing tramways for working by electrical or other mechanical power; Interference with streets, roads, etc.; Compulsory purchase of lands, etc.; Power to purchase parts only of properties; Provision of footbridge by widening existing bridge at Kingston-by-Sea; Power to deviate; Works in connection with Tramways and other works; Generating stations; Electrical or other motive power; Gauge; Posts; Overhead wires; Tolls; Running Powers over Tramways of Corporation of Brighton, &c.; Agreements as to supply of electrical energy; Purchase of Norfolk Bridge by West Sussex County Council; Power to East Sussex County Council and Corporations of Brighton, Hove, and Worthing, and Councils of Urban Districts of Portslade-by-Sea, Southwick, and New Shoreham, and Rural District of Steyning West, to apply funds and levy rates for contributions to County Council for cost of purchase and of maintenance of Norfolk Bridge, and to enter into agreements; Power to East Sussex County Council and Councils of Urban District of Littlehampton and Rural District of East Preston, and other Local Authorities and persons to enter into agreements; Provisions empowering the Local Authorities affected to adapt existing, and construct proposed, tramways and other works in lieu of Company; Amendment or repeal of the provisions of section 43 of the Tramways Act, 1870, with respect to the acquisition of the tramways by Local Authorities, and of II Geo. IV., cap. 62 with respect to Norfolk Bridge; Provisions with respect to vesting of Undertaking of Brighton and Shoreham Tramways Company Limited in British Electric Traction Company Limited; Bye-laws and regulations; Incorporation, amendment and application or repeal of Acts; Other powers and purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter referred to as "the Bill") for effecting all or some of the following purposes (that is to say):—

1. To authorize the British Electric Traction Company Limited, and the Brighton and Shoreham Tramways Company, Limited, or either of them, according as the Bill may provide (hereinafter jointly or severally, as the case may be referred to, as "the Company"), to construct, lay down, maintain, and work the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, cross-overs, triangles, waiting rooms, stables carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively, and to enter upon, take, and use the lands and property required for the purposes of such tramways and works as shown on the deposited plans and described in the deposited books of reference after mentioned, or any of them.

(In the following descriptions of the proposed

tramways and works, narrow places, and lands to be acquired, all distances, lengths, and areas given are to be read as if the words "or thereabouts" had been inserted after each such distance, length, and area, and where any distance is given with reference to, or stated to be measured from, the junction of any two streets or roads, such distance is measured from the intersection of the centre lines or of the prolongations of the centre lines of such streets or roads, and where any distance is given from a particular side of a street or road, the distance is to be taken as measured from a point at which the line of frontage of such street or road on the side indicated intersects, or would, if continued, intersect the centre line of the street or road in which the tramway is intended to be laid, and the places (if any) where any tramway will be laid along any street or road, 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 and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

Description of Tramways.

Tramway No. 1.—Wholly in the urban district and parish of Littlehampton, commencing in Terminus-road at a point 25 yards north-west of the junction of Terminus-place with the said road, passing thence along Terminus-road, High-street, Beach-road, and terminating in the latter road opposite the Fire Engine Station.

Tramway No. 2.—Wholly in the urban district and parish of Littlehampton, commencing in Beach-road by a junction with Tramway No. 1 at its termination above described, passing thence along Beach-road, Eupress Maud-road, South-terrace, the road opposite Norfolk-road leading from South-terrace to the Esplanade, thence in an easterly direction along the Esplanade, and terminating thereon at the point at which the boundary between the parishes of Littlehampton and Rustington crosses the said Esplanade.

Tramway No. 3.—Wholly in the rural district of East Preston, and in the parishes of Rustington, East Preston, Kingston, Ferring, and Goring. Commencing on the Esplanade by a junction with Tramway No. 2, at its termination above described, passing thence in an easterly direction along the Esplanade to a point near Rustington Mill, thence in an easterly direction across private lands, and terminating at the western boundary of the borough of Worthing at a point 318 yards west of Elm-grove, and 25 yards north of the footpath running along the upper part of the foreshore.

Tramway No. 4.—Wholly in the parish and borough of Worthing, commencing by a junction with Tramway No. 3 at its termination above described, passing in an easterly direction across private lands to the south side of Elm-grove, thence along the Marine Parade, and terminating thereon at a point 50 yards east of the junction therewith of Queen's-road.

Tramway No. 5.—Wholly in the borough and parish of Worthing, commencing by a junction with Tramway No. 4 at its termination above described, passing thence along the Marine Parade into and terminating in South-street at a point 74 yards north of the junction of Montague-street with the said South-street.

Tramway No. 6.—Wholly in the borough and parish of Worthing, commencing in South-street by a junction with Tramway No. 5 at its termination above described, passing thence along South-street into and terminating in

Warwick-street at or about the western-end of that street.

Tramway No. 7.—Wholly in the borough and parish of Worthing, commencing by a junction with Tramway No. 6 at its termination above described, passing thence in an easterly direction along Warwick-street, into, and terminating in Brighton-road at a point 9 yards east of the junction of High-street with the said Brighton-road.

Tramway No. 8.—Wholly in the borough and parish of Worthing, commencing by a junction with Tramway No. 7 at its termination above described, passing thence along Brighton-road and Lancing-road, and terminating in the latter road at the point at which the eastern boundary of the borough of Worthing crosses that road.

Tramway No. 9.—Wholly in the parish of Lancing, in the rural district of Steyning West, commencing by a junction with Tramway No. 8 at its termination above described, passing thence in a north-easterly direction along and terminating in Lancing-road at the point at which the boundary between the parish of Lancing and the urban district and parish of New Shoreham crosses the said road.

Tramway No. 10.—Wholly in the parish and urban district of New Shoreham, commencing in Lancing-road by a junction with Tramway No. 9 at its termination above described, passing thence in a north-easterly direction along Lancing-road, crossing the river Adur by way of the bridge known as Norfolk Bridge passing thence into and along High-street, Lower-road, and New-road, and terminating in the latter road by a junction with the existing tramways at or about the point at which the boundary between the urban district and parish of New Shoreham and the parish of Kingston-by-Sea crosses that road.

Tramway No. 11.—Wholly in the parish and borough of Worthing, commencing by a junction with Tramway No. 4 on private lands at a point 105 yards west of Elm-grove passing thence in a north-easterly direction across the said private lands into and in a northerly direction along Elm-grove, and terminating at or about the point at which the said Elm-grove takes a turn to the eastward.

Tramway No. 12.—Wholly in the parish and borough of Worthing, commencing in Elm-grove by a junction with Tramway No. 11 at its termination above described, passing thence in an easterly direction along Elm-grove, Tarring-road, Teville-road, into and terminating in Chapel-road opposite the southern side of Lennox-road.

Tramway No. 13.—Wholly in the parish and borough of Worthing, commencing in Chapel-road by a junction with Tramway No. 12 at its termination above described, passing thence in a south-easterly direction along Chapel-road, round the southern side of the Town Hall, into and terminating in Warwick-street by a junction with Tramway No. 7 at or about the western end of that street.

Tramway No. 13a.—Wholly in the parish and borough of Worthing, commencing in Chapel-road by a junction with Tramway No. 13 at a point opposite the south-west corner of the Town Hall, passing thence into and terminating in South-street by a junction with Tramway No. 5 at its termination above described.

Tramway No. 14.—Wholly in the parish and

borough of Worthing, commencing in Chapel-road by a junction with Tramway No. 13, at its commencement opposite the southern side of Lennox-road, passing thence in a northerly direction into and along Broadwater-road, and terminating at Broadwater opposite the Maltsters' Arms Public House.

Tramway No. 15.—Commencing partly in the parish and urban district of Portslade-by-Sea and partly in the parish of Aldrington, in the borough of Hove, in Station-road, by a junction with the existing tramways at a point 15 yards south-west of the junction of New Church-road with the said Station-road, passing thence in a north-easterly direction along Station-road to Portslade-station, thence in an easterly direction and across private land, into and along and terminating in Portland-road, in the parish of Aldrington, in the borough of Hove, at a point 23 yards east of the junction of Upper Westbourne-villas with Portland-road.

Tramway No. 16.—Wholly in the parishes of Aldrington and Hove, in the borough of Hove, commencing in Portland-road by a junction with Tramway No. 15 at its termination above described, passing thence along Portland-road, Clarendon-villas, Goldstone-villas, Station-approach, Denmark-villas, Cromwell-road, into and terminating in Davigdor-road at a point 15 yards east of the junction of Holland-road with the said Davigdor-road.

Tramway No. 17.—Wholly in the parish and borough of Hove, commencing in Davigdor-road by a junction with Tramway No. 16 at its termination above described, passing thence along Davigdor-road and Goldsmid-road, and terminating in the latter road at the point at which the boundary between the boroughs of Brighton and Hove crosses that road.

Tramway No. 18.—Wholly in the parish of Aldrington, in the borough of Hove, commencing in New Church-road by a junction with the existing tramways at a point 20 yards west of the junction of Upper Westbourne-villas with New Church-road, passing thence into and along Upper Westbourne-villas, into and terminating in Portland-road by a junction with Tramway No. 16 at its commencement at a point 23 yards east of the junction of Upper Westbourne-villas with Portland-road.

The before-mentioned tramways will be made or pass from, in, through, or into the following parishes or some of them (that is to say): the parishes of Aldrington and Hove in the borough of Hove, the parish of Worthing in the borough of Worthing, the parish and urban district of Portslade-by-Sea, the parish and urban district of Littlehampton, the parish and urban district of New Shoreham, the parish of Lancing, in the rural district of Steyning West, and the parishes of Rustington, East Preston, Kingston Ferring, and Goring, in the rural district of East Preston, all in the county of Sussex.

Narrow Places.

The proposed tramways will be constructed on a gauge of 3 feet 6 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 for use 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 then only at the places hereafter described (that is to say):—

No. of Tramway.	Road, Street, or Place.	Side or sides of Roads, Streets, or Places.	Narrow Places.
1	Terminus-road ..	Both	For a distance of 53 yards from the commencement of the tramway.
1	Terminus - road, High - street, and Beach - road	Both	From the eastern side of Albert-road to a point 23 yards south-east of the junction of High-street with Beach-road.
1	Beach-road ..	Both	Between points respectively situate 41 yards and 60 yards south-east of the junction of High-street with Beach-road.
2	Beach-road ..	Both	Between points respectively situate 23 yards and 47 yards north-west of the junction of New-road with Beach-road.
2	Beach-road ..	On the west side	From a point opposite the northern side of Granville-road for a distance of 83 yards in a southerly direction.
2	Beach-road ..	Both	From Empress Maud-road for a distance of 23 yards in a northerly direction.
2	South-terrace ..	On the south side	Between points respectively situate 96 yards and 162 yards east of the junction of Augustine-road with South-terrace.
2	The Esplanade ..	Both	From the east side of the above-mentioned road leading from South-terrace to the Esplanade to the termination of the tramway.
3	The Esplanade ..	Both	From the commencement of the tramway to the road leading to Rustington.
4	Marine-parade ..	Both	From Elm-grove to Heene-road.
5	Marine-parade ..	On the south side	Between points respectively situate 4 yards and 38 yards from the commencement of the tramway.
5	South-street ..	Both	From the south side of Montague-street for a distance of 57 yards in a southerly direction.
6	Warwick-street	Both	For a distance of 3 yards at the termination of the tramway.
7	Warwick-street	Both	For a distance of 97 yards from the commencement of the tramway.
8	Brighton-road ..	On the south side	From a point 6 yards from the commencement of the tramway to New Steyne-road.
8	Brighton-road ..	On the south side	Between points respectively situate 23 yards west, and 68 yards east, of the junction of York-road with Brighton-road.
8	Brighton-road ..	Both	From Warwick-road to a point 46 yards east of the junction of Madeira-aveue with Brighton-road.
8	Brighton-road ..	Both	From the west side of St. George's-road for a distance of 66 yards in an easterly direction.
8	Brighton-road ..	Both	Between points respectively situate 17 yards and 83 yards east of the junction of Windsor-road with Brighton-road.
8	Brighton-road ..	Both	Between points respectively situate 73 yards and 98 yards in an easterly direction from the junction of Navarino-road with Brighton-road.
8	Lancing-road ..	Both	Between points respectively situate 186 yards and 252 yards east of the junction of Ham-road with Lancing-road.
8	Lancing-road ..	Both	Between points respectively situate 404 yards and 470 yards east of the junction of Ham-road with Lancing-road.
8	Lancing-road ..	Both	Between points respectively situate 100 yards and 166 yards west of the junction of Brougham-road with Lancing-road.
8	Lancing-road ..	Both	Between points respectively situate 54 yards and 120 yards east of the junction of Brougham-road with Lancing-road.
8	Lancing-road ..	Both	From a point 200 yards east of the junction of Brougham-road with Lancing-road to the termination of the tramway.
9	Lancing-road ..	Both	For a distance of 164 yards at the commencement of the tramway.

No. of Tramway.	Road, Street, or Place.	Side or sides of Roads, Streets, or Places.	Narrow Places. °
9	Lancing-road ..	Both	Between points respectively situate 200 yards and 266 yards measured in a north-easterly direction from the commencement of the tramway.
9	Lancing-road ..	Both	Between points respectively situate 17 yards and 118 yards measured in a south-westerly direction from the western boundary wall of the coastguard station.
9	Lancing-road ..	Both	Between points respectively situate 38 yards and 104 yards south-west of the junction of South-street with Lancing-road.
9	Lancing-road ..	Both	Between points respectively situate 23 yards and 178 yards north-east of the junction of South-street with Lancing-road.
9	Lancing-road ..	Both	Between points respectively situate 30 yards and 96 yards west of the western entrance to Beach House.
9	Lancing-road ..	Both	Between points respectively situate 12 yards and 78 yards west of the junction of Penhill-road with Lancing-road.
9	Lancing-road ..	Both	From a point 154 yards east of the junction of Penhill-road with Lancing-road to the termination of the tramway.
10	Lancing-road ..	Both	For a distance of 6 yards at the commencement of the tramway.
10	Lancing-road ..	Both	Between points respectively situate 53 yards and 119 yards measured in a north-easterly direction from the commencement of the tramway.
10	Lancing-road and Norfolk Bridge	Both	From a point 150 yards measured in a north-easterly direction from the commencement of the tramway to the eastern end of Norfolk Bridge.
10	High-street ..	Both	From a point 22 yards north-west of the junction of West-street with High-street to the western side of St. John-street.
10	High-street ..	Both	From a point 17 yards south-east of the junction of St. John-street with High-street to a point 15 yards west of the junction of East-street with High-street.
10	New-road ..	Both	Between points respectively situate 6 yards and 72 yards east of the junction of St. Aubyn's-street with New-road.
11	Elm-grove ..	Both	From a point 121 yards from the southern end of Elm-grove to a point 58 yards north of the junction of Mill-road with Elm-grove.
11	Elm-grove ..	Both	Between points respectively situate 42 yards south and 48 yards north of the junction of Ripley-road with Elm-grove.
11	Elm-grove ..	Both	From a point 77 yards north of the junction of Ripley-road with Elm-grove to the termination of the tramway.
12	Elm-grove ..	Both	From a point 145 yards from the commencement of the tramway to the western side of Grand-avenue.
12	Tarring-road ..	Both	Between points respectively situate 138 yards and 204 yards east of the junction of Heene-road with Tarring-road.
12	Tarring-road ..	Both	From the eastern side of Howard-street to the western side of Clifton-road.
12	Teville-road ..	Both	Between points respectively situate 24 yards and 84 yards south-east of the junction of South Farm-road with Teville-road.
12	Teville-road ..	Both	Between points respectively situate 27 yards north-west and 76 yards south-east of the junction of Oxford-road with Teville-road.
12	Teville-road ..	Both	From the eastern side of Christchurch-road to Broadwater-road.
18	Chapel-road ..	Both	For a distance of 25 yards at the commencement of the tramway.

No. of Tramway.	Road, Street, or Place.	Side or sides of Roads, Streets, or Places.	Narrow Places.
13	Chapel-road ..	Both	From a point 37 yards north of the junction of Wenban-road with Chapel-road to the junction of North-street with Chapel-road.
13	Chapel-road ..	Both	From the north side of Stoke Abbott-road for a distance of 20 yards in a northerly direction.
13	Chapel-road ..	Both	Between points respectively situate 59 yards north and 97 yards south of the junction of Union-place with Chapel-road.
13	Chapel-road ..	Both	From a point 11 yards south of the junction of Cook's-row for a distance of 114 yards in a southerly direction.
14	Broadwater-road	Both	From the southern end of the approach of the bridge carrying the roadway over the London, Brighton, and South Coast Railway near Worthing Station to a point 25 yards south of the junction of Northcourt-road with Broadwater-road.
14]	Broadwater-road	On the east side	Between points respectively situate 72 yards and 138 yards north of the junction of Northcourt-road with Broadwater-road.
14	Broadwater-road	Both	Between points respectively situate 73 yards and 139 yards north of the junction of Queen-street with Broadwater-road.
14	Broadwater-road	Both	Between points respectively situate 27 yards south and 27 yards north of the centre of the carriage entrance to Manor House.
14	Broadwater-road	Both	Between points respectively situate 37 yards south and 20 yards north of the southern boundary wall of the graveyard at Broadwater Church.
14	Broadwater-road	On the east side	From the northern side of the entrance gate into Broadwater Church for a distance of 42 yards in a northerly direction.
14	Broadwater-road	On the west side	From the northern side of the carriage entrance to the Rectory to the termination of the tramway.
14	Broadwater-road	On the east side	For a distance of 20 yards at the termination of the tramway.

2. To authorize the Company to abandon, take up, and remove so much of the tramway constructed under the Brighton District Tramways Act, 1882 (hereinafter called "the Act of 1882"), as is situate in Ham-road, in the parish and urban district of New Shoreham, and to relieve the Company from all obligation to maintain and work such portion of tramway and all other obligations in respect thereof, and from all penalties to which they may be liable by reason of the non-working thereof, and to authorize the Company to take up, remove, appropriate, and to sell and dispose of or to use in the construction of the intended tramways the said portion of tramway and the materials forming the same.

3. To authorize the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footways, footpaths, places, towpaths, pavements, railways, rivers, watercourses, bridges, sewers, drains, water-pipes, gas-pipes, lamp-posts, pillar boxes, and electric, telegraphic, and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice, or in which any of the tramways constructed under the Act of 1882, and hereinafter referred to as "the existing tramways," are situate, for the purpose of constructing, adapting, maintaining, repairing, renewing, substituting single lines for double lines or double

lines for single lines, altering or reinstating the proposed and existing tramways and works or substituting others in their place, or for other the purposes of the Bill, and to straighten or set back the edge or kerb of the footpath, footway, or pavement, on both sides or any side of any street or road in or along which any of the existing or proposed tramways are or will be laid.

4. To enable the Company for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement, and to hold lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Company to purchase or acquire by compulsion or agreement, and to hold, notwithstanding anything contained in the Lands Clauses Consolidation Act, 1845, the following lands—

For the purposes of a station or stations for generating electrical energy, depots, car-sheds, workshops, and transforming stations.

I. A piece of land containing 2 acres 0 roods 7 poles, being the field or enclosure numbered 56 on the $\frac{1}{2500}$ Ordnance Map (Sussex West, Sheet LXV, 10, second edition, 1898), situate in the parish of Kingston-by-Sea

in the rural district of Steyning West on the north side of the road leading from New Shoreham to Hove, and on the south side of the Portsmouth branch of the London, Brighton, and South Coast Railway.

II. A piece of land containing 2 acres 1 rood 0 poles, being the field or enclosure numbered 194 on the $\frac{1}{2500}$ Ordnance Map (Sussex, West, Sheet LXXV 2, second edition, 1898), situate in the parish of Rustington in the rural district of East Preston on the north side of the Esplanade between Seafield House and the road leading to Rustington on the western side of Rustington Mill.

III. A piece of land containing 1 acre 2 roods 13 poles, being a portion of the field or enclosure numbered 2 on the $\frac{1}{2500}$ Ordnance Map (Sussex, West, Sheet LXIV, 10, second edition 1898), situate in the parish and borough of Worthing on the west side of Broadwater-road, and having frontages of 71 yards to Broadwater-road and 103 yards to the foot-path leading from Broadwater-road along the southern side of the Broadwater and Worthing Cemetery to South Farm-road.

IV. A piece of land containing 0 acres 2 roods 22 poles, and situate in the parish and urban district of Portslade-by-Sea on the northern side of Franklin-road between Station-road and a point 106 yards measured in a westerly direction therefrom.

and to authorize the Company to erect, maintain, and use on such lands or any part or parts thereof stations for generating electrical energy, with all necessary engines, apparatus, works, and conveniences connected therewith.

For the construction of tramways:—

(a) The lands situate in the parishes of Rustington, East Preston, Kingston, Ferring, and Goring, all in the rural district of East Preston, and in the parish and borough of Worthing, required for the purposes of the construction of Tramways Nos. 3, 4, and 11, between Rustington Mill and Elm Grove, Worthing.

(b) The lands situate in the parish of Aldrington, in the borough of Hove, required for the purposes of the construction of Tramway No. 15, between the ice works situate near Portslade Station and the western end of Portland-road.

For the improvement of the streets, roads, and places, or some of them, in which the existing and proposed tramways, or some of them, or some part or parts thereof, are or will be laid, and for other the general purposes of the Undertaking.

(c) In the parish and urban district of Littlehampton.

(1) A strip of land and building thereon situate on the south side of High-street between Surrey-street and a point 52 yards measured in a westerly direction therefrom.

(2) A strip of land abutting on the north side of the Esplanade between the east side of the above-mentioned road leading from South-terrace to the Esplanade to the point at which the boundary between the parish and urban district of Littlehampton and the parish of Rustington crosses the said Esplanade.

(d) In the parish of Rustington in the rural district of East Preston a strip of land abutting on the northern side of the Esplanade and extending from the point at which the boundary between the parish and urban district of Littlehampton and the parish of Rustington crosses that road to the road leading to Rustington on the west side of Rustington Mill.

(e) In the parish and borough of Worthing.

(J) A strip of land abutting on the northern side of the Marine Parade, extending from the

eastern side of Elm-grove for a distance of 292 yards in an easterly direction.

(2) A strip of land abutting on the east side of Elm-grove between points respectively situate 132 yards and 250 yards in a southerly direction from the junction of Lansdowne-road with Elm-grove.

(3) A strip of land abutting on the south side of Elm-grove, extending from the west side of Grand-avenue for a distance of 93 yards in a westerly direction.

(4) A strip of land abutting on the west side of South-street between the Marine Parade and Montague-street.

(5) A strip of Steyne-gardens abutting on the south side of Brighton-road between Steyne and New Steyne-road.

(6) A strip of land abutting on the north side of Brighton-road, extending for a distance of 11 yards in a westerly direction from the west side of Warwick-place.

(7) A strip of land abutting on the north side of Brighton-road between Warwick-place and Park-road.

(8) A strip of land abutting on the north side of Brighton-road between Park-road and Madeira-avenue.

(9) A strip of land abutting on the south side of Brighton-road, extending for a distance of 69 yards in an easterly direction from the east side of Warwick-road.

(10) A strip of land abutting on the south side of Brighton-road, extending from the eastern boundary wall of Beach House for a distance of 83 yards in an easterly direction.

(11) A strip of land abutting on the north side of Brighton-road for a distance of 20 yards at its junction with Ham-road.

(12) A strip of land abutting on the north side of Lancing-lane and extending from a point 105 yards north-east of the junction of Brougham-road with Lancing-road to the point at which the boundary between the borough of Worthing and the parish of Lancing crosses that road.

(13) A strip of land comprising the forecourts of the houses abutting on the northern side of Tarring-road and extending from a point 10 yards west of the junction of Howard-street with Tarring-road to South Farm-road.

(14) A strip of land comprising the forecourts of the houses abutting on the southern side of Teville-road and extending from the eastern side of Hertford-road for a distance of 20 yards in an easterly direction.

(15) A strip of land abutting on the eastern side of Chapel-road and extending from a point 28 yards south of the junction of Wenban-road with Chapel-road for a distance of 42 yards in a south-easterly direction.

(16) A strip of land abutting on the western side of Chapel-road, and extending from the southern side of Winton-place for a distance of 35 yards in a south-easterly direction.

(17) A strip of land and building thereon abutting on the west side of Chapel-road, and situate between Ambrose-place and Liverpool-road.

(18) A strip of land abutting on the eastern side of Broadwater-road, and extending from the south side of Bridge-road to the north side of Northcourt-road.

(19) A strip of land abutting on the west side of Elm-grove, and extending from its southern end to the road leading to the West End Brick-works.

(20) A strip of land abutting on the west side of Elm-grove, and extending from a point 127 yards south of the junction of Lansdowne-road with Elm-grove to the road leading to Goring.

(21) A strip of land abutting on the west side of Elm-grove, extending from a point 42 yards south of the junction of Ripley-road with Elm-grove to a point 11 yards south of the boundary fence of the London, Brighton, and South Coast Railway where the said Elm-grove takes a turn to the eastward.

(22) A strip of land and building thereon abutting on the west side of Broadwater-road, and extending from the footpath leading from Broadwater-road along the southern side of the Broadwater and Worthing Cemetery to the termination of the tramway.

(f) In the parish of Lancing in the rural district of Steyning West.

(1) A strip of land abutting on the northern side of Lancing-road, and extending from the point at which the boundary between the borough of Worthing and the parish of Lancing crosses that road to the western boundary wall of the Coast Guard station.

(2) A strip of land abutting on the southern side of Lancing-road, and extending from a point opposite the western boundary wall of the Coast Guard station to a point opposite the western carriage entrance to Beach House.

(3) A strip of land abutting on the northern side of Lancing-road, and extending from a point 133 yards east of the junction of Penhill-road with Lancing-road for a distance of 117 yards in an easterly direction.

(4) A strip of land abutting on the southern side of Lancing-road, and extending from a point 207 yards east of the junction of Penhill-road with Lancing-road to the point at which the boundary between the parish of Lancing and the parish and urban district of New Shoreham crosses that road.

(g) In the parish and urban district of New Shoreham.

(1) A strip of land abutting on the southern side of Lancing-road, and extending from the point at which the boundary between the parish of Lancing and the parish and urban district of New Shoreham crosses that road for a distance of 10 yards in a north-easterly direction.

(2) A strip of land and buildings thereon situate on the southern side of High-street and extending from a point 16 yards north-west of the junction of West-street with High-street to a point 15 yards north-west of the junction of Middle-street with High-street.

(3) A strip of land and buildings thereon situate on the southern side of High-street and extending from a point 30 yards south-east of the junction of Middle-street with High-street to the eastern end of the said High-street.

(4) A strip of land and buildings thereon abutting on the northern side of Lower-road and extending from the western end of that road for a distance of 29 yards in an easterly direction.

5. Work A.—To empower the Company to provide a footbridge for passengers in the parish of Kingston-by-Sea, in the rural district of Steyning West, by widening for its entire length on the northern side the bridge known as Kingston Arches, carrying the main road leading from New Shoreham to Brighton over the railways and sidings of the London, Brighton and South Coast Railway Company.

6. To exempt the Company from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, so as to enable them to purchase compulsorily parts only of certain properties.

7. To empower the Company to deviate laterally and vertically from the lines and levels of the intended tramways and works shown on the deposited plans and sections after

mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Bill.

8. 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, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein as may be necessary or convenient for the efficient working of the existing and proposed tramways or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets and roads, or for providing access to any stables or carriage-houses, engine-houses, generating stations, stationary engines, works or buildings of the Company, or for forming junctions with the tramways of, or which may be authorized to be constructed by the Mayor, Aldermen, and Burgesses of the county borough of Brighton (hereinafter called "the Corporation of Brighton.")

9. To empower the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of the existing or proposed tramways.

10. To empower the Company to work and use their existing tramways as well as the proposed tramways or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical power generated at, and applied from, stations or otherwise, or steam, pneumatic gas, oil, or other mechanical power, or partly by one such power and partly by another such power, 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 exempt the Company in regard to as well the proposed as the existing tramways from the provisions of the Tramways Act, 1870, and the Act of 1882, in respect to gauge, and the limit of the overhang of carriages, and for the said purposes, 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 Bill, 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 footway, footpath, street, road, place, railway, or bridge, pier or quay, such posts, wires, tubes, mains, plates, 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 working of the existing and proposed tramways or for providing access to or in connection with any generating station, engines, machinery, or apparatus, and to empower the Company for the purpose of working the existing and proposed tramways, and of the Bill, to erect engines and machinery, and to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

11. To enable the Company to levy and recover tolls, rates, and charges for the use of the existing and proposed tramways and for the conveyance of passengers and traffic thereon, to alter and modify or increase all or any of the tolls, rates, and charges which are now authorized to be levied and recovered in respect of the existing tramways, and to confer, vary, or extinguish exemptions from the payments of any such tolls, rates, and charges.

12. To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction or adaptation of any of the existing and proposed tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials, and to make provision with respect to the materials to be used by the Company in executing any such works.

13. To authorize the Company, when, by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road or place or otherwise in which any tramway, channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid or any part thereof, to make in the same or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require a temporary tramway, channel, conduit, or electric line or temporary tramways, channels, conduits, or electric lines in lieu of the tramway, channel, conduit, or electric line or part of a tramway, channel, conduit, or electric line so removed or discontinued to be used or intended so to be.

14. To empower the Company to widen, where necessary, the carriage road along which the proposed tramways are to be laid, or in which any of the existing tramways are situate, by reducing the width of the footpath or otherwise.

15. To empower the Company on the one hand and the County Councils of the administrative counties of East and West Sussex, the Corporation of Brighton, the Corporations of the boroughs of Hove and Worthing, the Councils of the Urban Districts of Southwick, Portslade-by-Sea, Littlehampton, and New Shoreham and of the Rural Districts of Steyning West and East Preston, and any Local Authority or other bodies or persons, or any of them, having respectively the control or management or the duty of directing the repairs of, or in whom there are vested, any footways, footpaths, streets, roads, and places respectively within any of the said administrative counties, boroughs, and districts, and of the parishes and places to which the Bill relates, on the other hand, to enter into and carry into effect contracts or agreements with regard to all or any of the purposes of the Bill, and in particular with respect to the widening of any street, road, or place, and the contribution by such Authorities, or any of them, to the expense thereof, the alteration of the widths or levels of any of the said footways, footpaths, streets, roads, bridges, or places, and the manner of and time for laying down, placing, altering, maintaining, renewing, repairing, and working, and the using by the Company of the existing and proposed tramways, and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and the reconstruction, relaying, abandonment, or the adaptation and equipment for working by electrical power of all or any tramways in existence, and for facilitating the passage of carriages and traffic over or along any existing or proposed tramways, and for the purchase or the postponement of the purchase, or variation of the terms of purchase under the Tramways Act, 1870, of the existing and proposed tramways, or any of them, or of any lands and properties acquired by the Company for the purposes of the proposed street widenings or otherwise by the county councils, corporations, councils, local authorities, bodies, persons as aforesaid, or any of them, and to confirm any agreements entered into or to be entered into with the county councils, corporations, councils, Local

Authorities, bodies, persons as aforesaid, or any of them, with respect to any of the purposes aforesaid or other the purposes of the Bill.

16. To empower the Company, when and so soon as the Corporation of Brighton shall have extended their existing tramways to the western boundary of that borough where it crosses Goldsmid-road, to run over and use with their engines, carriages, and trucks for the conveyance of passengers and traffic upon such terms and conditions, and subject to such payments as may be agreed upon or prescribed or provided for by the Bill, the tramways of the Corporation of Brighton, or such of them as may be specified in the Bill.

17. To authorize the Company and the Corporation of Brighton to enter into and carry into effect agreements for the working, running over, using, managing, and maintaining by the contracting parties of all or any of their respective tramways, the making of all necessary junctions, the supply of rolling stock, plant, and machinery necessary for the purposes of such agreements, and the employment and appointment and removal of officers and servants, the payments to be made and conditions to be performed in respect of such working, use, management, and maintenance, and the interchange, accommodation, and convenience, 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, or other receipts arising from the respective undertakings, and to confer on the Company and the said Corporation all such powers as may be necessary for giving effect to all or any of the aforesaid purposes.

18. To extend the time limited by section 43 of the Tramways Act, 1870, within which the Company may be required to sell the existing and proposed undertaking, or any part thereof to any Local Authority, and so far as necessary for such purpose and for altering and determining the terms, price, and conditions of such sale, to alter, amend, extend, or to repeal the said and other sections of that Act and of the Act of 1882. To amend and extend the provisions of section 19 of the said Act of 1870, and to authorize any of the Local Authorities who may acquire the existing or proposed Undertaking of the Company, or any part thereof, and the Company to enter into agreements for the lease by any such Authority or Authorities to the Company of the Undertaking, or part of the Undertaking so acquired, for such period and on such terms and conditions as may be agreed upon or as may be prescribed by the Bill.

19. To alter or repeal the provisions of the Act of 1882, with reference to the use of mechanical power and the rate of speed for travelling upon the existing tramways.

20. To empower the Company to enter into and carry into effect agreements with the said Corporations and Councils aforesaid, or any one or more of them, and any Company, body, or person for the supply by the said Corporations or Councils or such Company, body, or person of electrical energy for the purposes of the Bill, and for working and lighting the existing and proposed tramways whether within or without the area of supply of such Corporation, Council, Company, body, or person, and to authorize such Corporation, Council, Company, body, or person, or the Company for the purpose of such supply, to lay pipes, tubes, and wires to or from any generating station or stations of such Corporation, Council, Company, body, or person from or to the existing or proposed tramways of the Company across or along any foot-

paths, footways, roads, streets, bridges, or places within all or any of the county boroughs, parishes, and places mentioned or referred to in this Notice, so as to connect the said tramways or any of them with such generating station or stations.

21. To authorize the County Council for the administrative county of West Sussex to purchase by agreement from the Duke of Norfolk, and the Duke of Norfolk to sell, the bridge carrying the main road from Worthing to Lancing over the River Adur at New Shoreham, known as the Norfolk Bridge, and authorized by the Act 2 Geo. IV., cap. 63. To empower the said County Council, in the event of the purchase of the said bridge, to exercise all or any of the powers of the said Act, to levy and recover in respect of the bridge the tolls prescribed in the said Act or by the Bill, to alter the authorized tolls, and to confer, vary, or extinguish exemptions from, or to accept a fixed annual or other sum in composition for the payment of any of such tolls, and to provide that the said bridge when purchased by the County Council shall be vested in them and become a county bridge, repairable by the inhabitants of the said county.

22. To authorize the County Council of the administrative county of East Sussex, the Corporation of Brighton, and the Corporations of the boroughs of Hove and Worthing, and the Councils of the urban districts of Portslade-by-Sea, Southwick, and New Shoreham, and of the rural district of Steyning West, or any one or more of them, to contribute to the said County Council of the administrative county of West Sussex towards the cost of the purchase of Norfolk Bridge, and of the annual expense of maintaining and repairing the same, such sum or sums as may be agreed on or prescribed by the Bill, and for such purposes to authorize the said County Council, Corporations, and Councils to apply their funds, rates, and revenues, and any moneys which they are authorized to raise, and to make and levy additional, and to alter existing rates and charges, and to confer exemptions from the payment of rates and charges, and to borrow or raise money on the security of any such funds, rates, or revenues, or of any other their property by mortgages, debentures, or debenture stock, or in such other manner and subject to such terms and conditions as the Bill may prescribe, and to authorize the said Corporations, Councils, and County Councils, and the Company to enter into and carry into effect agreements with reference to all or any of the purposes aforesaid, and the payment of a fixed annual or other sum in composition of the payment of tolls by the Company for the user of the said Norfolk Bridge, and to confirm any such agreements entered into or to be entered into by any of the parties aforesaid.

23. To empower the Board of Trade from time to time to make, and the Company to enforce by-laws and regulations for regulating the use of electrical power and for ensuring the protection and accommodation of passengers in the tram-cars and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof or of the provisions of the Bill.

24. The Bill will or may authorize the Local Authorities of the several districts in which the existing and proposed tramways and other works are respectively situate, or any two or more of such Authorities instead of or jointly with the Company, to construct, adapt, or execute in whole or in part such tramways and works, or some of them, and to exercise all

or some of the powers in respect thereof proposed to be conferred upon the Company, in full or to such extent and upon such conditions and subject to such restrictions as the Bill may define or as Parliament may prescribe, and for such purposes to borrow money on the security of the funds, rates and revenues under their control respectively and to apply their corporate funds.

25. To transfer to and vest in the British Electric Traction Company Limited, the Undertaking of the Brighton and Shoreham Tramways Company Limited authorised under the Act of 1882, and all works, plant, material, equipment, lands, buildings, rights, powers, privileges, and authorities of or connected with that Undertaking.

26. To incorporate in the Bill the Lands Clauses Acts, and extend and apply to the existing and proposed tramways and works in whole or in part, and with or without variation or amendment, 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 Locomotives Acts, 1861 and 1865, the Highways and Locomotives Amendment Act, 1878, the Brighton Corporation Act, 1900, the Brighton Corporation Tramways Order, 1902, and all other Acts and Orders relating to or affecting the Corporation of Brighton, the Act of 1882, and all other Acts and Orders, if any, regulating the Company or relating to, or which may be affected by, or interfere with, the objects of the Bill.

27. To vary or extinguish all rights and privileges which would interfere with the carrying into effect of the objects of the Bill, and of such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges, and all such powers other than those hereinbefore mentioned on the Company as may be requisite or necessary for the purposes of the Bill.

28. And notice is hereby further given that plans and sections in duplicate of the proposed tramways and works and plans showing also the lands, houses, and other property which will or may be taken or used for the purposes thereof, or 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 on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the County of Sussex, at his office at Lewes, and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to the areas hereinafter mentioned, and a copy of this Notice as published in the London Gazette, will be deposited as follows:—

So far as relates to the borough of Hove, and the parishes of Hove and Aldrington, and the borough of Worthing, and parish of Worthing, with the Town Clerk of each such borough, at his office.

So far as relates to the urban districts and parishes of Portslade-by-Sea, Littlehampton, and New Shoreham, with the Clerk of the council of each such urban district at his office.

So far as relates to the parishes of Lancing, in the rural district of Steyning West, of Rustington, East Preston, and Goring, in the rural district of East Preston, with the Clerk of the parish council of each such parish at his office, or, if he has no office, at his residence; or if there is no Clerk, with

the Chairman of such parish council at his residence.

So far as relates to the parish of Kingston-by-Sea in the rural district of Steyning West, and to the parishes of Kingston and Ferring, in the rural district of East Preston, being parishes not having parish councils, with the Clerk of the council of each such rural district at his office.

29. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 15th day of November, 1902

SYDNEY MORSE, 37, Norfolk - street, Strand, London, Solicitor for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament.—Session 1903.

THAMES HARBOUR.

(Incorporation of Board of Commissioners; Construction of Dam, Locks, and Weir at Gravesend; Transfer of Powers of Existing Bodies to the Board of Commissioners; Raising of Capital therefor.)

NOTICE is hereby given, that application is intended to be made to Parliament by James Casey, of 10, Philpot-lane, E.C., London, Marine Consulting Engineer, in the ensuing Session, for leave to bring in a Bill for the following or some of the following purposes:—

1. To incorporate a Board of Commissioners under the provisions of the Commissioners Clauses Act of 1847, consisting of members representing the public bodies, the trading, navigation dock, waterworks, and other interests dependent wholly or partially upon the trade of the Port of London and the navigable part of the River Thames and its tributaries.

2. To transfer to the said Board of Commissioners as and from the 1st day of January, 1904, the powers, privileges, and control now and hitherto exercised by the Thames Conservancy Board, the Watermen's Company, the Corporation of London and London County Council so far as relates to the river and their rights over same, Trinity House, so far as they may be concerned, and any other parties, persons, corporations, and public and other bodies that may have rights, privileges, or interests in the said river, their respective property, liabilities, assets, functions, and estate, acquired or contracted during and in their official capacities under powers conferred by their respective Acts of Parliament from time to time, and to dissolve the said public bodies as and from the said 1st day of January, 1904, and release them from further responsibility, so far as their present powers, privileges, and control, within or relating to the said Harbour of the Thames are concerned.

3. To confer upon the Board of Commissioners the following additional powers:—

(a) To construct across the River Thames at Gravesend a Dam with locks, weirs, sluices, gates, roadway, tunnel, bridges, approaches, and other works as shown and described in the plan and sections proposed to be deposited on or before the 30th day of November inst., and within the limits of deviation shown on said plan and section, commencing at a point 166 yards or thereabouts east of the S.E. pier of the entrance

gates to the Gravesend Town Pier in the parish of Gravesend, in the county of Kent, and terminating at a point 100 yards or thereabouts in a south-easterly direction from the S.E. corner of the World's End public-house, parish of Chadwell, county of Essex, and to maintain the same and work the said locks, sluices, bridges, etc. The Harbour of the Thames to be formed under the powers of this Act shall be the entire River Thames from the dam at Gravesend to the weir at Teddington.

(b) To purchase and acquire compulsorily or by agreement, for the purposes of this Act, lands situated within the limits of deviation marked on the said plan, in the parish of Chadwell, in the county of Essex, and Gravesend and Milton Union and Gravesend parishes, in the county of Kent, consisting of the bed and foreshore of the River Thames and land abutting thereon.

(c) To purchase or lease compulsorily or by agreement, for any purposes necessary to or contributory to carrying into effect the powers of this Act, lands, wharves, or buildings abutting upon the banks or foreshore of the River Thames, between the said dam at Gravesend and the existing weir at Teddington.

(d) To sell or lease any such lands, wharves, or buildings, or other the property of the said Board of Commissioners.

(e) To borrow upon the security of the dues and revenue of the said Board of Commissioners any sum or sums not exceeding in the whole five millions sterling.

(f) To provide for payment of interest on loans, sinking fund for redemption of said loans, salaries of members, officers, and servants of the said Board and all expenses incidental to carrying into effect the provisions of this Act and of the Acts referred to under Clause 2 hereof.

(g) To readjust the amounts and assessments of all dues paid or to be paid upon vessels and goods entering or clearing from the harbour of the Thames under the jurisdiction of the said Commissioners, and to levy a tonnage charge upon all vessels passing through the locks to be constructed with the said works.

(h) To alter and amend the laws of pilotage, the bye-laws and regulations affecting and governing the employment, payment, appointment, licensing and control of pilots and pilot vessels throughout the harbour of the Thames.

(i) To alter and amend the bye-laws and regulations affecting the employment, payment, licensing and control of labourers, watermen, and other persons plying for hire within the said harbour of the Thames.

(j) To control the abstraction of water from the river Thames for waterworks, manufacturing or other purposes, to regulate the flow of the river and all its tributaries within the said harbour of the Thames, and to levy rates for water abstracted from the river.

(k) To make bye-laws for prevention of pollution of the water in the said harbour, or in the tributaries thereto.

(l) To provide, extend, and erect pumping stations, and plant for lifting storm waters or drainage where necessary, to discharge same above the water level of the said harbour.

(m) To compensate out of the funds provided by the Act any persons whose properties are injuriously affected by the maintenance of a permanent water level in said harbour, as assessed by a board of arbitration, or by courts of law, but subject to allowance for betterment or improvement values.

(n) To keep open by dredging any channels below the dam at Gravesend throughout the entire estuary of the Thames.

(o) To make and enforce—subject to the Harbours and Docks Act—and any other Acts that may be affected hereby—bye-laws to regulate generally the traffic of the said harbour, and in particular to control the locks, dam, weirs, sluices, anchorages, buoying, mooring, launching of vessels, line of wharfage, construction of wharves and jetties, quays, landing-stages, bridge piers, steamer piers, lighting of river, policing the same, dealing with abuses and offenders, granting fishing, boat, and pleasure craft licenses.

(p) To negotiate and enter into agreement with dock, shipping, wharf, railway, water or other companies, corporations of towns, boroughs and counties affected by the provisions of this Act, for all purposes contributing to the improvement, maintenance or traffic of the said harbour or its approaches.

(q) To appoint and discharge all officers and servants and to provide all matters and things necessary to conduct the affairs and carry into execution the powers and authority of the said Board.

(r) To use the overflow waters for the purpose of generating electricity, and to erect turbines, powerhouses, and other works in conjunction with same, and to sell, distribute, and otherwise deal with the said plant or electricity.

(s) To incorporate in the said Act certain clauses of the following Acts, namely, The Commissioners Clauses Act, 1847, The Harbours Docks and Piers Act, 1847, The Merchant Shipping Acts, The Lands Clauses Consolidation Acts, and any Acts amending same.

And notice is hereby further given that on or before the 30th day of November instant, plans and sections of the proposed works showing the lands to be taken compulsorily, together with a book of reference to same will be deposited with a copy of this Notice as published in the London Gazette, with the Clerk of the Peace for the county of Essex at his office at Chelmsford, and with the Clerk of the Peace for the county of Kent at his office at Maidstone.

And on or before the 20th day of December next printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons.

WITTY, WAINWRIGHT, and POLLOCK, 13,
Fenchurch-buildings, E.C., Solicitors for
the Bill.

In Parliament.—Session 1903.

PLYMOUTH AND STONEHOUSE GAS.

(Extension of Area of Supply; Powers in Added Area; Laying of Pipes over Laira Bridge; Price of Gas in Added Area; Alteration and Increase of Authorized Charges in Parishes of Egg Buckland and Tamerton Folliot; Additional Capital and Borrowing Powers; Reduction of Illuminating Power of Gas; Testing; Lands, &c.; Amendment and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Plymouth and Stonehouse Gas Light and Coke Company (hereinafter called "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes:—

To extend the limits within which the Company may supply gas so as to include the parish of

Plymstock, in the county of Devon; and to enable the Company to exercise within the area of supply, as proposed to be extended, all the powers exercisable by the Company within their present area of supply, including the powers of breaking up streets and roads, and levying and recovering rates, rents and charges for the supply of gas, and apparatus used in the consumption of gas.

To extend (if necessary) to the bridge over the Cattewater, known as Laira Bridge, the powers of the Gasworks Clauses Act, 1847, and any other powers possessed by the Company with respect to the breaking up of streets for the purpose of laying pipes.

To fix and determine the standard price to be charged by the Company for gas supplied in the district proposed by the intended Act to be included in the Company's limits of supply.

To alter the provisions of the Plymouth and Stonehouse Gas Act, 1898, with respect to the standard price of gas in the parishes of Egg Buckland and Tamerton Folliot, and to increase that price, and to authorize the Company to make a higher charge for gas supplied within those parishes than for gas supplied within the limits of the borough of Plymouth, the township of East Stonehouse, and the tithing of Compton Gifford.

To enable the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the Bill, and for the same purposes, and for the general purposes of their undertaking to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend; and any other advantage which the Bill may define.

To make further provisions with respect to the issue and disposal of shares or stock by the Company, and with respect to the renewal, or reserve, or depreciation funds.

To alter and vary the provisions of the Company's Acts with respect to illuminating power of gas supplied by them, and to provide for the reduction thereof to such an extent as may be prescribed in the Bill or defined by Parliament, and to make other provisions with respect to the testing of gas.

To empower the Company to purchase by agreement and to hold lands for or in connection with their undertaking.

The Bill will or may incorporate with itself, subject to any alterations or variations which may be deemed expedient, all or any of the provisions of the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Lands Clauses Acts; the Companies Clauses Acts, 1845 to 1889; and will repeal, alter and amend such of the provisions of the Plymouth and Stonehouse Gas Acts, 1855, 1879, 1894 and 1898, and of any other Acts relating to the Company or to their undertaking as may be deemed necessary or expedient, and will confer on the Company all such rights and privileges as may be deemed necessary for effecting the objects of the Bill, and will vary and extinguish all rights and privileges which would interfere with any of its objects.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 19th day of November, 1902.

SHELLY and JOHNS, Plymouth, Solicitors.
Dyson and Co., 9 Great George-street,
Westminster, S.W., Parliamentary
Agents.

In Parliament.—Session 1903.

**MANCHESTER SOUTHERN TRAMWAYS
(LANCASHIRE).**

(Incorporation of Company; Construction of Tramways and other Works in the County Palatine of Lancaster; Gauge; Use of Electrical or other Mechanical Power; Compulsory Purchase of Lands and Property; Power to purchase Parts only of certain Property; Overhead Lines, &c.; Street Widening and Improvements; Working and Traffic Agreements and Running Powers over other Tramways; Breaking up of and other Powers as to Streets and Roads; Tolls, Rates and Charges; Provisions as to purchase of Tramways, &c., by Local Authorities; Agreements as to Supply of Electricity; Agreements with Local Authorities and Others as to Safety and Board of Trade Regulations; Bye-laws; Incorporation of and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to construct, lay down, maintain, work and use the tramways and other works hereinafter described or some or one of them, or some part or parts thereof in the county Palatine of Lancaster with all proper rails, points, plates, foundations, sleepers, channels, cuttings, junctions, turnouts, crossings, passing places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, sidings, carriage-houses, depôts, stations, buildings, machinery, appliances, works and conveniences connected therewith (that is to say):—

(In the following description of the proposed tramways 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, the distance unless otherwise stated is to be taken as measured from the point at which 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 as being opposite the centre of the street or road.)

The tramways above referred to and proposed to be authorized by the intended Bill are as follows:—

Tramway No. 1 (double line), in the parish of Barton-upon-Irwell in the borough of Eccles, at the line of the southerly parapet wall of Patricroft Bridge, carrying the Liverpool-road over the Bridgewater Canal, and proceeding thence in a south-easterly direction along Barton-road to a point 0·6 chain to the south of the intersection of the last named road with Peel Green-road;

Tramway No. 2 (partly single and partly double), commencing in the parish of Barton-upon-Irwell in the borough of Eccles aforesaid, by a junction with Tramway No. 1, at a point 0·6 chain to the south of the intersection of Barton-road and Peel Green-road, and proceeding thence in a south-easterly direction along Barton-road to the borough boundary at the centre of the Barton Swing Bridge over the Manchester Ship Canal, thence in a south-westerly and southerly direction in the

parish of Davyhulme along Barton-road and Crofts Bank-road to the township boundary at Carrs Ditch, thence in the parish of Urmston in a southerly and easterly direction along Crofts Bank-road, Station-road, and Stretford-road to the parish boundary, thence in the parish of Stretford in an easterly direction along Urmston-road, and terminating therein at a point 1·0 chain to the west of its junction with Barton-road;

Tramway No. 3 (double line) in the parish of Stretford, commencing by a junction with Tramway No. 2 in Urmston-road, and proceeding thence in a southerly direction along Barton-road, and terminating at the intersection of that road with Chester-road;

Tramway No. 4 (double line) in the parish of Stretford, commencing by a junction with Tramway No. 3 in Chester-road, and proceeding in a south-westerly direction along that road, and terminating therein at the county and parish boundary;

Tramway No. 5 (double line) in the parish of Stretford, commencing by a junction with Tramway No. 2 in Urmston-road at a point 1·0 chain to the west of its intersection with Barton-road, and proceeding thence in an easterly direction along King-street to the intersection of the last-named street with Chester-road, and terminating in Chester-road at a point 0·2 chain to the west of the intersection of the two last-named thoroughfares;

Tramway No. 6 (double line) in the parish of Stretford, commencing by a junction with Tramway No. 5 in King-street, and proceeding in a north-easterly direction along that street, and terminating by a junction with the existing tramways in Chester-road 1·0 chain to the north-east of the intersection of the two last-named thoroughfares;

Tramway No. 7 (double line) in the parish of Barton-upon-Irwell, in the borough of Eccles, commencing by a junction with Tramway No. 2 at its commencement in Barton-road, and proceeding thence in a westerly and north-westerly direction along Peel Green-road to the intersection of the last-named road by Liverpool-road, and terminating at a point 0·7 chain to the south of such intersection;

Tramway No. 8 (double line) in the parish of Davyhulme, commencing by a junction with Tramway No. 2, at a point 2·0 chains to the south of the intersection of the Barton Swing Bridge over the Manchester Ship Canal by the parish boundary, and proceeding thence in a south-easterly direction along Redclyffe-road, and thence in an easterly direction through the entrance gates of Trafford-park, and terminating at a point 5·0 chains to the east of the entrance gates;

Tramway No. 9 (double line) in the parish of Davyhulme, commencing by a junction with Tramway No. 2 at a point 2·8 chains to the south of the intersection of the Barton Swing Bridge over the Manchester Ship Canal by the parish boundary, and proceeding in an easterly direction for a distance of 1·4 chains, and terminating by a junction with Tramway No. 8, at a point 1·2 chains from its commencement.

The before-mentioned and intended tramways will be made and pass from, in, through or into

the following boroughs, urban and rural districts, parishes and places, viz., the borough of Eccles and the parishes of Davyhulme (in the rural district of Barton-upon-Irwell), Urmston and Stretford in the county Palatine of Lancaster.

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 streets and roads hereinafter mentioned and the nearest rail of the tramway, or if no side is mentioned on both sides of the road (that is to say) :—

Tramway No. 1 in the parish of Barton-upon-Irwell in the borough of Eccles.

(1) In Barton-road on both sides thereof throughout the whole length of the tramway;

Tramway No. 2 in the parish of Barton-upon-Irwell in the borough of Eccles.

(1) In Barton-road and along Barton Bridge on both sides thereof between the termination of Tramway No. 1 and its intersection with the centre line of the Manchester Ship Canal;

In the parish of Davyhulme.

(2) Along Barton Bridge, Barton-road and Crofts Bank-road on both sides thereof from the boundary of the municipal borough of Eccles at its intersection with the Barton Swing Bridge over the Manchester Ship Canal to the boundary of the parishes of Davyhulme and Urmston at the point of intersection of Crofts Bank-road with Carrs Ditch;

In the parish of Urmston.

(3) In Crofts Bank-road, Station-road and Stretford-road, on both sides thereof, between the parish boundary at Carrs-ditch and the parish boundary near Gamershaw-house;

In the parish of Stretford.

(4) In Urmston-lane and on both sides thereof between the parish boundary near Gamershaw-house and the termination of Tramway No. 2.

Tramway No. 3 in the parish of Stretford.

(1) In Barton-road and on both sides thereof from its intersection with Urmston-lane and King-street to its intersection with Poplar-road.

Tramway No. 4 in the parish of Stretford.

(1) In Chester-road and on both sides thereof for a distance of 8·0 chains north of the boundary of the county of Lancaster.

Tramway No. 5 in the parish of Stretford.

(1) In King-street and on both sides thereof from its intersection with Barton-road to its intersection with Chester-road.

Tramway No. 6 in the parish of Stretford.

(1) In King-street on the northerly side thereof from its commencement to the intersection of the last-named street with Chester-road.

Tramway No. 7 in the parish of Barton-upon-Irwell and borough of Eccles.

(1) In Peel Green-road on both sides thereof from the intersection of the last-named road with Barton-road to its intersection with Liverpool-road.

Tramway No. 8 in the parish of Davyhulme.

(1) In Redclyffe-road on both sides thereof from its intersection with Barton-road to the Barton entrance gates leading into Trafford-park.

The power intended to be employed for moving carriages or trucks on the said tram-

ways will be electrical power to be applied by the overhead system or otherwise, or any other mechanical power not being steam power as may for the time being be applicable.

The gauge to be adopted for the intended tramways will be 4 feet 8½ inches or such other gauge as the Board of Trade may approve and the Bill may prescribe.

It is not proposed to run on the said tramways carriages or trucks adapted to run upon railways.

To empower the Company to make in the lines and according to the levels shown on the deposited plans and sections the following street improvements with all necessary works and conveniences connected therewith, viz. :—

Tramway No. 1 in the parish of Barton-upon-Irwell in the borough of Eccles.

(1) A widening of Barton-road on the westerly side thereof, between points respectively 2·5 chains north-west and 5·5 chains south-east of its intersection with Jackson's-square.

Tramway No. 2 in the parish of Davyhulme.

(1) A widening of Barton-road on the northerly and westerly side thereof, between a point 4 chains west of its intersection with Tramway No. 8 and a point 4·6 chains south of its intersection with Redclyffe-road.

(2) A widening of Barton-road on the westerly side thereof, between a point 8·3 chains from the intersection of the last-mentioned road with Redclyffe-road and the intersection of Barton-road with the private road leading to the Manchester Corporation Sewage Works.

(3) A widening of Barton-road on the westerly side thereof, between points respectively 2·5 chains north and 3·1 chains south of the centre line of Crofts Bank Bridge.

(4) A widening of Barton-road on the easterly side thereof, from a point 17·0 chains north of the intersection of the last-named road with Redclyffe-road to the said intersection.

(5) A widening of Barton-road on the easterly side thereof between points respectively 1·8 chains and 12·0 chains south of the intersection of the last-named road with Redclyffe-road.

(6) A widening of Barton-road on the easterly side thereof, between points respectively 8·7 chains north of the intersection of the last-named road, by Moss-lane and the said intersection.

(7) A widening of Barton-road on the easterly side thereof, between points respectively 1·0 chain north and 1·0 chain south of the centre line of Crofts Bank-bridge.

(8) A widening of Crofts Bank-road on the westerly side thereof, from the intersection of the last-named road with Davyhulme-lane, southward for a distance of 16·0 chains.

(9) A widening of Crofts Bank-road on the westerly side thereof, between points respectively 17·6 chains and 22·0 chains south of the intersection of the last-named road with Davyhulme-lane;

(10) A widening of Crofts Bank-road on the westerly side thereof, between a point 5·0 chains north of Carr's-ditch and the said ditch;

(11) A widening of Crofts Bank-road on the easterly side thereof for a distance of 26·2

chains in a southerly direction from the intersection of the last-named road with Davyhulme-lane.

In the parish of Urmston.

(12) A widening of Station-road on both sides thereof for a distance of 2·3 chains between the intersection of the last-named road with Flixton-road and Higher-road respectively;

(13) A widening of Station-road on the westerly side thereof for a distance of 4·0 chains southward from the intersection of the last-named road by Higher-road;

(14) A widening of Stretford-road on the south-westerly side thereof between points respectively 3·2 chains and 5·2 chains south-eastward of the intersection of the last-named road by Church-road;

(15) A widening of Stretford-road on the southerly side thereof between points respectively 2·7 chains and 5·4 chains eastward of the intersection of the last-named road by Ciss-lane;

(16) A widening of Stretford-road on the southerly side thereof, between points respectively 5·6 chains and 8·6 chains eastward from the intersection of the last-named road by Lodge-avenue;

(17) A widening of Stretford-road on the northerly side thereof, between points respectively 5·0 chains and 6·7 chains eastward from the intersection of the last-named road by Church-road;

(18) A widening of Stretford-road on the northerly side thereof, between points respectively 3·3 chains west and 4·8 chains east of the intersection of the last-named road by Ciss-lane.

And to enable the Company to dedicate the widened roads to the public, and to provide for the maintenance of such roads by the local authority or the Company as the Bill may prescribe.

To authorize the Company to deviate in the construction of the tramways, street widenings, and other works to be authorized by the Bill, both vertically and laterally to the extent shown upon the deposited plans and sections, or as may be prescribed by the Bill.

To enable the Company to make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the intended 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.

To enable the Company to provide such depôts, stations, car-sheds, stables, offices and other buildings, accumulators, dynamos, plant, machinery, appliances and conveniences as may be requisite for carrying into effect the purposes of the Bill, and to alter double to single lines and *vice versa* or double or single to interlacing lines or *vice versa*.

To enable the Company to lay down, construct, erect, and maintain on, in, over or under the surface of any street, road, footway, bridge, river or place or any lands, and attach to any house or building such posts, conductors, wires, tubes, mains, plates, cables, boxes, and apparatus, and to make and maintain such openings and ways in, on, or under the surface of such streets, roads, footways, bridges, rivers, places or lands as may be necessary or con-

venient either for the working of the intended tramways, or for connecting any portions of any such tramways or for providing access to or for forming connections with any generating or other stations, engines, machinery or apparatus.

To empower the Company to enter upon, open, and break up the surface of, and to cross, alter, widen, raise, lower, narrow, and stop up, and divert or otherwise interfere with streets, roads, lanes, highways, public and private roadways, tramways, footways, railways, water-courses, bridges, canals, sewers, drains, pavements, pipes, tubes, wires, apparatus, matters, and things, or any of them for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the tramways and works, or for substituting others in their place or for other the purposes of the Bill.

To authorize the Company to remove or discontinue the use of any of the intended tramways or works or any part thereof where necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway or works so removed or discontinued to be used or intended so to be.

To enable the Company to levy, demand, take, and recover tolls, rates, and charges for the use of the intended tramways, and for any other tramways owned, leased to, be run over, worked, or used by them, and for the conveyance of passenger or other 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 to confer, vary, or extinguish other rights and privileges.

To enable the Company to widen where necessary the carriage-way of any road along which the intended tramways are to be laid by reducing the width of the footpath or otherwise.

To authorize the Company to use and dispose of any paving, metalling, or road materials extracted or removed by the Company in the construction of the intended tramways or works or the exercise of the powers of the Bill.

To authorize the Company for any of the purposes of the Bill, and for the works aforesaid, to take on lease lands and hereditaments, and to purchase, acquire by agreement or compulsion easements over lands and property, and to sell, let, or dispose of any such lands which may not be necessary for such purposes.

And the Bill will vary or extinguish all rights and privileges connected with any of such lands.

To exempt the Company from the operation of section 92 of the Lands Clauses Consolidation Act, 1845, and to enable them to purchase compulsorily parts only of any house, building, manufactory, or property for the before-mentioned tramways and other works without being obliged or compelled to purchase the whole.

To confer on and reserve to the Company and their licensees, lessees and assigns the exclusive right of using on the proposed tramways, engines and carriages having wheels adapted to run on in an edged groove or other rail and to regulate the speed at which carriages may be propelled upon such tramways.

To empower the Company on the one hand and any local authority having the control or

management of the streets or roads along which any tramways intended to be laid 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 intended tramways and the rails, plates, sleepers, posts, wires, works and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways, 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 intended tramways or any works connected therewith, and with respect to the regulations to be made by the Board of Trade for securing the safety of the public on tramways on which mechanical power is used, for regulating the use of such power in respect of the intended tramways, and to exempt the Company from such regulations.

To authorize the Company to take on lease, purchase or otherwise acquire, run over, join up with work and use by agreement any existing or future tramways or tramway in the district, and connected with the intended tramways before described upon such terms and conditions, and subject to the payment of such compensation, tolls, rates and charges, as may from time to time be mutually agreed between the Company and the owner or owners of any existing or future tramways or tramway, or as in case of difference may be settled by the Board of Trade.

To empower the Company or any local authority in whose district any portion of the intended tramways will be situate, to make regulations and bye-laws for all or any of the purposes mentioned in section 46 of the Tramways Act, 1870.

To vary the provisions of the Tramways Act, 1870, with respect to the purchase of tramways by the local authorities, and to make provision for purchase of any of the intended tramways within such extended period, and on such terms and conditions and in such events as the Bill may prescribe, and to authorize and require any such local authority as aforesaid in the event of the purchase by them of the tramways of the Company, to purchase all plant of the Company used for the purpose of working the intended tramways by electrical power, and to confer upon such authorities all necessary powers in that behalf including power of borrowing money.

To empower the Company and any corporation or other local authority authorized to supply electricity in whose district any portion of the intended tramways will be situate, or any company or person, to enter into and carry into effect agreements with respect to the supply by such local authority, company or person of electrical energy and power in bulk to the Company, for the purpose of working the intended tramways, or the supply by the Company to any such corporation, local authority, company or person of electrical energy, in bulk or otherwise, for any purpose for which such authority, company or person may for the time being be authorized to supply electricity, subject to such terms and conditions as the Bill may prescribe.

To incorporate with the Bill, and to confer upon the Company in connection with and for

the purposes of any of the tramways, works, matters, and things aforesaid, all or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations or amendments as may be deemed expedient, and the Bill may prescribe, and especially but not exclusively those relating to the breaking up, reinstatement and repair of streets and roads to gas and water companies and sewers to the use by the Promoters on the tramways of flange wheeled carriages &c., and to offences, and to enable the Company to exercise the powers granted by that Act as well as the powers hereinbefore mentioned.

To incorporate with the Bill, and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Acts, the Companies Clauses Acts, 1845, 1863 and 1869, the Electric Lighting Acts, 1882 and 1888, the Electric Lighting (Clauses) Act, 1899, and so far as may be deemed necessary certain provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1853.

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 Bill, and to confer other rights and privileges.

And notice is hereby also given that on or before the 29th day of this present month of November duplicate plans and sections showing the lines and levels of the intended tramways, street widenings and other works (the plans also showing the additional lands intended to be taken or used 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 Palatine of Lancaster at his office at Preston, and that on or before the said 29th day of November instant a copy of so much of the said plans, sections and book of reference as relates to each of the hereinbefore mentioned boroughs, urban and rural districts, parishes, and places from, in, through, or into which any of such tramways and other works will be made or pass, or in which any lands intended to be taken or used 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):—

As regards the borough of Eccles with the town clerk at his office at the Town Hall, Eccles;

As regards any urban district with the clerk of the district council of such district at his office;

As regards any parish council with the clerk of the parish council at his office or residence, or if there be no clerk with the chairman of that council at his residence.

And notice is hereby further given that on or before the 21st day of December, 1902, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1902.

VAUDREY, OPENHEIM, and MELLOR,
Winter's-buildings, St. Ann's-church-
yard, Manchester, Solicitors for the
Bill.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1903.

MACCLESFIELD AND DISTRICT ELECTRIC TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the County of Chester; Use of Electrical or other Mechanical Power or Animal Power; Gauge; Compulsory Purchase of Lands and Lands for Generating Stations; Power to Purchase Parts only of Property; Overhead Wires, &c.; Street Widening and Improvements; Arrangements for Working and Running Powers over proposed High Peak and District Light Railway; Breaking up of and other Powers as to Streets; Tolls, Rates, and Charges; Provisions as to Purchase of Tramways by Local Authorities; Agreements as to Supply of Electricity; Agreements with Local Authorities and others; Board of Trade Regulations; Bye-Laws; Incorporation of and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to construct, lay down, maintain, work, and use the tramways and other works hereinafter described, or some or one of them, or some part or parts thereof, in the county of Chester, with all necessary and proper rails, points, plates, foundations, sleepers, channels, cuttings, bridges, platforms, junctions, turntables, turnouts, crossings, passing places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, sidings, carriage houses, depôts, engine houses, stations, buildings, machinery, appliances, works, and conveniences connected therewith (that is to say):—

(In the following descriptions of the proposed tramways, all distances and lengths stated in this Notice, are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

(In the following descriptions of the proposed tramways, 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, the distance, unless otherwise stated, is to be taken as measured from the point at which 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 as being opposite the centre of the street or road.)

The tramways above referred to and proposed to be authorized by the Bill are as follows:—

Tramway No. 1.—Commencing at a point in Beech-lane, in the borough of Macclesfield, at the boundary between the borough of Macclesfield and the parish of Tytherington, rural district of Macclesfield, passing along Beech-lane and Jordan-gate and terminating in the Market-place at a point 0.15 chain north of the intersection of Chester-gate.

Tramway No. 2.—Commencing in Hurdsfield-road at a point 0.30 chain west of the boundary between the borough of Macclesfield and the parish of Hurdsfield, rural district of Macclesfield, passing through Hurdsfield, Hurdsfield-road, and Hibel-road, and terminating by a junction with Tramway No. 1 in Jordan-gate, at a point 2.00 chains south of the intersection of Hibel-road.

Tramway No. 2a.—Commencing by a junction with Tramway No. 2 in Hibel-road at a point 0.50 chain west of the intersection of Foden-street, passing through Hibel-road and Jordan-gate, and terminating in Beech-lane by a junction

with Tramway No. 1 at a point 0.85 chains north of the intersection of Hibel-road.

Tramway No. 2b.—Commencing by a junction with Tramway No. 2 in Hibel-road at a point 2.40 chains west of the centre of the Macclesfield Committee railway bridge and terminating in Gas-road at a point 3.75 chains south of the intersection of Gas-road with Hibel-road.

Tramway No. 2c.—Commencing by a junction with Tramway No. 2 in Hibel-road at a point 0.56 chain east of the intersection of Station-street, and terminating in Station-street at a point 3.00 chains north of the intersection of Hibel-road.

Tramway No. 3.—Commencing in Buxton-road at a point 0.40 chain east of the intersection of Cottage-lane and passing along Buxton-road, and Commercial-road and terminating by a junction with Tramway No. 2 in Hurdsfield-road at a point opposite the intersection of Blagg-street.

Tramway No. 3a.—Commencing by a junction with Tramway No. 3 at a point 1.00 chain north of the intersection of Norton-street and terminating in Hurdsfield-road by a junction with Tramway No. 2 at a point 0.90 chain west of the intersection of Garden-street.

Tramway No. 3b.—Commencing in Buxton-road by a junction with Tramway No. 3 at a point 0.15 chain west of the intersection of King-street and terminating in Davenport-street at a point 3.50 chains south of the intersection of Buxton-road.

Tramway No. 4.—Commencing at the boundary between the borough of Macclesfield and the parish of Sutton, rural district of Macclesfield, on the public road leading from and being a continuation of Byron's-lane to Gurnett and Sutton, and passing through Byron's-lane, Cross-street, Mill-Green, Mill-lane, Park-green, Sunderland-street, and terminating in Waters-green at a point 1.00 chain west of the western side of the railway bridge over the road leading from Waters-green to Buxton-road.

Tramway No. 4a.—Commencing by a junction with Tramway No. 4 at its point of termination in Waters-green and terminating in Buxton-road by a junction with Tramway No. 3 at a point 0.70 chain east of the intersection of Commercial-road.

Tramway No. 4b.—Commencing by a junction with Tramway No. 4a in Buxton-road at a point 1.20 chains west of the termination of Tramway No. 4a and terminating in Commercial-road by a junction with Tramway No. 3 at a point 0.90 chain north of the intersection of Buxton-road.

Tramway No. 5.—Commencing in Park-lane at a point 1.00 chain east of the intersection of Oxford-road and passing along Park-lane, Park-street, and terminating in Waters-green by a junction with Tramway No. 4 at a point 0.70 chain north-east of the intersection of Mill-lane.

Tramway No. 5a.—Commencing in Park-street by junction with Tramway No. 5 at a point 1.10 chain south-west of the intersection of Mill-lane and terminating in Mill-lane by a junction with Tramway No. 4 at a point 0.90 chain south of the intersection of Park-street.

Tramway No. 6.—Commencing in Park-lane by a junction with Tramway No. 5 at a point 0.45 chain south-west of the intersection of Bond-street, and passing along Bond-street, Catherine-street, Chester-gate, Westminster-street, Cumberland-street and terminating in Jordan-gate by a junction with Tramway No. 1 at a point 0.55 chain north of the intersection of Cumberland-street.

It is not intended to construct the portion of Tramway No. 6 before described upon or along

the new street, leading from Chester-gate to the intersection of King Edward-street, and Westminster-street, for which application is being made by the Macclesfield corporation, until the said new street has been constructed by the corporation.

Tramway No. 6a.—Commencing in Park-lane by a junction with Tramway No. 5 at a point 0.85 chain east of the intersection of Bond-street and terminating in the latter by a junction with Tramway No. 6 at a point 0.90 chain north of the intersection of Park-lane.

Tramway No. 6b.—Commencing in Cumberland-street by a junction with Tramway No. 6 at a point 1.00 chain west of the intersection of Jordan-gate and terminating in the latter by a junction with Tramway No. 1 at a point 0.60 chain south of the intersection of Cumberland-street.

Tramway No. 7.—Commencing in Chester-road at a point 0.40 chain east of the intersection of Fallibroome-road passing along Chester-road and Chester-gate and terminating in Chester-gate by a junction with Tramway No. 6 at a point 0.35 chain east of the intersection of Catherine-street.

Tramway No. 7a.—Commencing in Chester-gate by a junction with Tramway No. 7 at a point 0.40 chain west of the intersection of Catherine-street and terminating in the latter by a junction with Tramway No. 6 at a point 0.95 chain south of the intersection of Chester-gate.

Tramway No. 8.—Commencing in Prestbury-road on the boundary between the borough of Macclesfield and the parish of Upton, rural district of Macclesfield, passing along Prestbury-road and Cumberland-street, and terminating in Cumberland-street by a junction with Tramway No. 6 at a point 0.75 chain east of the intersection of Westminster-street.

Tramway No. 8a.—Commencing in Cumberland-street by a junction with Tramway No. 8 at a point 0.60 chain west of the intersection of Westminster-street and terminating in the latter by a junction with Tramway No. 6 at a point 1.00 chain south of the intersection of Cumberland-street.

Tramways Nos. 1, 2, 2a, 2b, 2c, 3, 3a, 3b, 4, 4a, 4b, 5, 5a, 6, 6a, 6b, 7, 7a, 8 and 8a will be situate wholly within the borough of Macclesfield.

Tramway No. 9.—Commencing by a junction with the existing Stockport and Hazel Grove Tramway, in the main road between Macclesfield and Stockport, and known as London-road, otherwise Macclesfield-road, at a point 3.85 chains north-west of the main entrance to St. Thomas's Church, and terminating at a point 1.40 chains north-west of the entrance to St. Thomas's Church.

Tramway No. 9 will be situate wholly in the parish of Hazel Grove-cum-Bramhall, urban district of Hazel Grove and Bramhall.

Tramway No. 10.—Commencing in the London-road, otherwise Macclesfield-road, by a junction with Tramway No. 9 at its termination, passing along London-road and terminating at a point 0.80 chain south of the intersection of Park-lane in the parish of Poynton with Worth.

Tramway No. 10 will be situate partly in the parish of Hazel Grove-cum-Bramhall, urban district of Hazel Grove and Bramhall, and partly in the parish of Poynton with Worth, rural district of Macclesfield.

Tramway No. 11.—Commencing by a junction with Tramway No. 10 at its termination in the London-road, otherwise Macclesfield-road, passing along London-road in the direction of Macclesfield, and terminating at a point 0.50

chain south of the intersection of Prestbury-lane.

Tramway No. 11 will be situate partly in the parish of Poynton with Worth, partly in the parish of Adlington, and partly in the parish of Butley, rural district of Macclesfield.

Tramway No. 12.—Commencing by a junction with Tramway No. 11 at its termination in the London-road, otherwise Macclesfield-road, passing along London-road, and terminating at a point 0.45 chain south of the intersection of Tytherington-lane.

Tramway No. 12 will be situate partly in the parish of Butley and partly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 13.—Commencing in Palmerston-street in the urban district of Bollington at a point 1.50 chains west of the south-east corner of the Congregational Church, passing along Palmerston-street, Wellington-road, Henshall-road, Bollington-cross, Ball-lane, Tytherington-lane, and terminating in the London-road, otherwise Macclesfield-road, parish of Tytherington, rural district of Macclesfield, by a junction with Tramway No. 12 at its termination.

Tramway No. 13 will be situate partly in the urban district of Bollington, partly in the parish of Butley, rural district of Macclesfield, and partly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 13a.—Commencing by a junction with Tramway No. 13 in Tytherington-lane at a point 2.10 chains north-east of its termination in the London-road, otherwise Macclesfield-road, and terminating in the London-road by a junction with Tramway No. 12 at a point 2.00 chains north of its termination and junction with Tramway No. 13.

Tramway No. 13a will be situate wholly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 14.—Commencing in the London-road, otherwise Macclesfield-road, by a junction with Tramways Nos. 12 and 13 at their terminations and junction, and passing along London-road and Beech-lane, and terminating by a junction with Tramway No. 1 at its commencement in Beech-lane at the boundary between the parish of Tytherington and the borough of Macclesfield.

Tramway No. 14 will be situate wholly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 14a.—Commencing by a junction with Tramway No. 14 at a point 2.03 chains north of the centre of Beech Bridge, and terminating at the edge of the road on the west side at a point 1.75 chains north of the centre of Beech Bridge to afford a connection with the dépôt and generating station hereinafter described.

Tramway No. 14a will be situate wholly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 14b.—Commencing by a junction with Tramway No. 14 at a point 1.25 chains north of the centre of Beech Bridge, and terminating at the edge of the road on the west side at a point 1.75 chains north of the centre of Beech Bridge to afford a connection with the dépôt and generating station hereinafter described.

Tramway No. 14b will be situate wholly in the parish of Tytherington, rural district of Macclesfield.

Tramway No. 15.—Commencing in the hamlet of Langley, parish of Sutton, in the road between Langley and Gurnett, known as Langley-road, at a point 4.10 chains east of the south-easterly

corner of Langley Institute, and passing along the said road in the direction of Macclesfield, and terminating at a point 2·05 chains east of the north-east corner of the "Church House" public-house.

Tramway No. 15 will be situate wholly in the parish of Sutton, rural district of Macclesfield.

Tramway No. 16.—Commencing by a junction with Tramway No. 15 at its termination in the Langley-road, and passing along the Higher Sutton-road and Gurnett road in the direction of Macclesfield, and terminating by a junction with Tramway No. 4 at its commencement on the boundary between the parish of Sutton and the borough of Macclesfield.

Tramway No. 16 will be situate wholly in the parish of Sutton, rural district of Macclesfield.

Tramway No. 17.—Commencing in Prestbury-street, in the parish of Prestbury, at a point 1 furlong 0·70 chain south-west of the centre of the bridge over the river Bollin, passing along the said street, New-road, and Prestbury-lane, and terminating in London-road, otherwise Macclesfield-road, at a point 0·55 chain south of the intersection of Prestbury-lane by a junction with Tramways Nos. 11 and 12 at their junctions.

Tramway No. 17 will be situate partly in the parish of Prestbury, and partly in the parish of Butley, rural district of Macclesfield.

Tramway No. 17a.—Commencing in Prestbury-lane by a junction with Tramway No. 17 at a point 0·70 chain west of the intersection of London-road, otherwise Macclesfield-road, and terminating in the latter by a junction with Tramway No. 11 at a point 0·65 chain north of the intersection of Prestbury-lane.

Tramway No. 17a will be situate wholly in the parish of Butley, rural district of Macclesfield.

The whole of the above-mentioned tramways will be constructed as single lines, except at the following places, where they will be constructed as double lines (that is to say):—

Tramway No. 1.—(1) In Beech-lane, between points respectively 2·50 chains and 5·50 chains south of the boundary between the borough of Macclesfield and the parish of Tytherington.

(2) In Beech-lane between points respectively 0·75 chain and 3·75 chains south of the intersection of Old Hall-street.

(3) In Beech-lane and Jordan-gate, between points respectively 1·30 chain and 5·70 chains south of the intersection of Pearl-street.

(4) In Market-place, between points respectively 0·70 chain and 3·70 chains north of the intersection of Chester-gate.

Tramway No. 2.—(1) In Hurdsfield-road, between points respectively 0·80 chain and 4·40 chains west of the Macclesfield borough boundary on the bridge over the Macclesfield Canal.

(2) In Hurdsfield-road, between points respectively 3·00 chains and 6·00 chains west of Higherfence-road.

(3) In Hurdsfield-road, between points respectively 1·40 chains and 4·10 chains west of Church-street.

(4) In Hurdsfield-road, between points respectively 1·40 chains and 4·40 chains west of Smythe-street.

(5) In Hibel-road and Jordan-gate, from a point 0·50 chain west of Gas-road to the termination of the tramway.

Tramway No. 2a.—(1) In Hibel-road and Beech-lane, from a point 0·30 chain west of Foden-street to a point 1·60 chains south of Pearl-street.

Tramway No. 2b.—(1) In Gas-road, between

points respectively 1·80 chains and 3·80 chains south of the intersection of Hibel-road.

Tramway No. 2c.—(1) In Hibel-road and Station-street, from a point in Hibel-road 0·55 chain east of the intersection of Station-street, to a point in Station-street 1·50 chains north of the intersection of Hibel-road.

Tramway No. 3.—(1) In Buxton-road, between points respectively 0·20 chain and 3·20 chains west of Cottage-lane.

(2) In Buxton-road, between points respectively 1·45 chains and 4·65 chains west of Black-road.

(3) In Buxton-road, between points respectively 0·20 chain and 3·20 chains east of North-street.

(4) In Buxton-road, between a point 0·20 chain east of Hope-street, and a point 2·80 chains west of Hope-street.

(5) In Buxton-road and Commercial-road, between a point 1·20 chains west of Davenport-street, and a point 3·50 chains south of Queen-street.

(6) In Commercial-road, between points respectively 0·40 chain south of Queen-street, and 1·00 chain south of Waterloo-street.

Tramway No. 3b.—(1) In Davenport-street, between points respectively 1·00 chain and 3·50 chains south of the intersection of Buxton-road.

Tramway No. 4.—(1) In Byron's-lane from intersection of London-road to a point 3·40 chains north of London-road.

(2) In Byron's-lane, between points respectively 0·60 chain and 4·00 chains north-west of the corner of the southern boundary of the grounds of Woodland House.

(3) In Byron's-lane and Cross-street, from a point 0·40 chain north-west of Slack-street to a point 1·20 chains south of Byron's-street.

(4) In Mill-lane, between points respectively 3·30 chains south and 0·70 chain north of Waller-street.

(5) In Park-green and Sunderland-street, from a point 1·80 chains south-east of the intersection of Mill-lane and Sunderland-street, to a point 0·50 chain north of the south-eastern corner of the General Post Office.

(6) In Waters-green between points respectively 0·70 chain and 5·10 chains south of the entrance to the Central Station.

Tramway No. 5.—(1) In Park-lane between points respectively 1·60 chains and 5·00 chains north-east of Oxford-road.

(2) In Park-lane between points respectively 0·60 chain and 3·50 chains south-west of Crompton-road.

(3) In Park-lane between points respectively 1·20 chains north-east and 2·20 chains south-west of Bond-street.

(4) In Park-lane between points respectively 2·50 chains and 5·50 chains south-west of Brown-street.

(5) In Park-lane and Park-street between points respectively 0·20 chain and 3·20 chains north-east of Nelson-street.

(6) In Park-street and Park-green between points respectively 0·60 chain north-east and 1·50 chains south-west of the intersection of Mill-lane.

Tramway No. 5a.—In Park-street and Mill-lane from a point in Park-street 1·10 chains south-west of the intersection of Mill-lane to a point 0·90 chain south of the intersection of Park-street.

Tramway No. 6.—(1) In Park-lane and Bond-street, from a point in the former opposite the south-west corner of Bond-street to a point in Bond-street, 1·30 chains from Park-lane.

(2) In Bond-street between points respectively 2.50 chains and 5.50 chains north of Hatton-street.

(3) In Bond-street between points respectively 0.90 chain north and 2.10 chains south of Athley-street.

(4) In Catherine-street between points respectively 1.30 chains and 4.30 chains south of Chester-gate.

(5) In Chester-gate and the proposed new street, from a point in Chester-gate 0.70 chain west of Bridge-street to a point in the proposed new street 0.55 chain north of King Edward-street.

(6) In Westminster-street and Cumberland-street, from a point in the former 2.55 chains north of King Edward-street to a point in the latter 0.20 chain west of King Edward's-road.

(7) In Cumberland-street between points respectively 1.50 chains and 4.50 chains west of Jordan-gate.

Tramway No. 6a.—(1) In Park-lane and Bond-street, from a point in Park-lane 0.80 chain east of Bond-street to a point in Bond-street 0.80 chain north of Park-lane.

Tramway No. 7.—(1) In Chester-road between points respectively 2.50 chains and 6.00 chains east of Falibroome-road.

(2) In Chester-road between points respectively 4.30 chains and 7.40 chains west of the north-east corner of Spring College.

(3) In Chester-road between points respectively 4.40 chains and 7.55 chains west of the entrance gate of "Parkside."

(4) In Chester-road between points respectively 5.60 chains and 8.55 chains east of the entrance gate of "Parkside."

(5) In Chester-road between points respectively 20.40 chains and 23.50 chains west of West-street.

(6) In Chester-road between points respectively 7.40 chains and 10.50 chains west of West-street.

(7) In Chester-road between points respectively 0.30 chain and 3.65 chains east of Alderley-street.

(8) In Chester-road and Chester-gate, from a point in Chester-road 0.50 chain east of Great Queen-street to a point in Chester-gate 1.60 chains west of Catherine-street.

Tramway No. 8.—(1) In Prestbury-road between points respectively 1.15 chains and 5.05 chains, east of the boundary between the borough of Macclesfield and the parish of Upton.

(2) In Prestbury-road and Cumberland-street from a point in Prestbury-road 2.50 chains east of the south-western lodge gate of the public park to a point in Cumberland-street 1.70 chains west of Riseley-street.

(3) In Cumberland-street between points respectively 0.70 chain east and 6.10 chains west of Westminster-street.

Tramway No. 8a.—(1) In Cumberland-street and Westminster-street from a point in Cumberland-street 0.65 chain west of Westminster-street, to a point in Westminster-street 0.90 chain south of Cumberland-street.

Tramway No. 10.—(1) In London-road, otherwise Macclesfield-road, between points respectively 2.75 chains north and 1.10 chains south of High-street.

(2) In London-road between points respectively 3.40 chains and 6.50 chains south of the centre of the Midland Railway bridge over London-road.

(3) In London-road between points respectively 11.10 chains and 14.10 chains south of the centre of the London and North-Western Railway bridge over London-road.

(4) In London-road between points respectively 2.60 chains and 5.75 chains south of Mill-lane.

(5) In London-road between points respectively 5.00 chains and 8.05 chains south of the centre of the bridge over Norbury Brook.

(6) In London-road between points respectively 16.80 chains and 19.85 chains south of the centre of the bridge over Norbury Brook.

(7) In London-road between points respectively 15.50 chains and 19.40 chains north of the northern corner of the "Crescent."

(8) In London-road between points respectively 1.40 chains north and 1.80 chains south of the centre of the "Crescent."

(9) In London-road between points respectively 1.00 chain and 4.00 chains south of the centre of the entrance gate of "Poynton Towers."

Tramway No. 11.—(1) In London-road, otherwise Macclesfield-road, between points respectively 1.10 chains and 4.70 chains south of Park-lane.

(2) In London-road between points respectively 20.60 chains and 23.70 chains south of Park-lane.

(3) In London-road between points respectively 4.70 chains and 7.70 chains north of the northern corner of the "Vernon Arms Inn."

(4) In London-road between points respectively 0.50 chain and 3.60 chains south of the centre of Hope's Bridge.

(5) In London-road between points respectively 11.75 chains and 14.75 chains south of Lostock-terrace.

(6) In London-road between points respectively 4.85 chains north and 3.15 chains south of the centre of the highway bridge over the London and North-Western Railway, Macclesfield Branch.

(7) In London-road between points respectively 4.55 chains and 7.65 chains north of Street-lane.

(8) In London-road between points respectively 7.00 chains and 10.00 chains south of Street-lane.

(9) In London-road from opposite the entrance gate to Sandholes Farm to a point 2.95 chains north.

(10) In London-road between points respectively 1.75 chains north and 1.35 chains south of the gateway into "Gibson Wood."

(11) In London-road between points respectively 6.00 chains and 9.00 chains north of Red Brook.

(12) In London-road between points respectively 3.90 chains and 9.00 chains north of the north-eastern corner of Hollingsworth Smithy.

(13) In London-road between points respectively 9.20 chains and 12.20 chains south of the north-eastern corner of Hollingsworth Smithy.

(14) In London-road between points respectively 18.10 chains and 21.25 chains north of the entrance to Pole Farm.

(15) In London-road between points respectively 2.60 chains north and 4.60 chains south of the entrance to Pole Farm.

(16) In London-road between points respectively 9.30 chains and 14.25 chains south of the centre of the bridge over the River Dean.

(17) In London-road between points respectively 3.20 chains and 7.55 chains south of the centre of the London and North-Western Railway bridge over the road near Mill House.

(18) In London-road between points respectively 21.75 chains and 24.85 chains south of the last mentioned railway bridge.

(19) In London-road between points respectively 24.50 chains and 31.30 chains south of Holehouse-lane.

(20) In London-road between points respectively opposite and 3.00 chains north of the lane adjoining Rose Cottage.

Tramway No. 12.—(1) In London-road, otherwise Macclesfield-road, between points respectively 1·60 chains and 4·90 chains south of Prestbury-lane.

(2) In London-road between points respectively 1·60 chain north and 2·20 chains south of the entrance to Flash Farm.

(3) In London-road between points respectively 5·10 chains and 1·60 chains north of the house known as the "Walnut Tree."

(4) In London-road between points respectively 2·00 chains and 5·10-chains north of Dumber-lane.

(5) In London-road between points respectively 15·60 chains and 13·60 chains south of Dumber-lane.

Tramway No. 13.—(1) In Palmerston-street between points respectively 1·80 chains and 7·70 chains west of the south-eastern corner of the Congregational Church.

(2) In Wellington-road between points respectively 3·70 chains east and 4·16 chains west of Adlington-road.

(3) In Wellington-road between points respectively 3·50 chains east and 2·00 chains west of Garden-street.

(4) In Henshall-road between points respectively 2·15 chains east and 2·00 chains west of Ledley-street.

(5) In Henshall-road between points respectively 1·20 chains east and 1·75 chains west of the entrance gate to "Oven House."

(6) In Bollington Cross between points respectively 4·50 chains and 7·50 chains north-east of the north-eastern corner of "Barley Grange."

(7) In Bollington Cross between points respectively 0·40 chain east and 2·60 chains west of Bench-lane.

(8) In Bollington Cross between points respectively 8·35 chains and 11·45 chains south of Bench-lane.

(9) In Bollington Cross between points respectively 13·60 chains and 16·70 chains north-east of Dumber-lane.

(10) In Ball-lane between points respectively 2·30 chains north-east and 0·70 chain south of Dumber-lane.

11. In Tytherington-lane between points respectively 10·30 chains and 13·45 chains south of Dumber-lane.

Tramway No. 14.—(1) In London-road, otherwise Macclesfield-road, between points respectively 1·40 chains and 5·00 chains south of Tytherington-lane.

(2) In London-road between points respectively 0·60 chain and 3·60 chains south of the northern entrance to Tytherington Hall.

(3) In London-road between points respectively 0·50 chain and 3·60 chains south of the southern entrance to Tytherington Hall.

(4) In London-road between points respectively 3·20 chains and 6·60 chains south of the entrance to Blue Bell Farm.

(5) In London-road between points respectively 17·30 chains and 20·50 chains south of the entrance of Blue Bell Farm.

(6) In London-road between points respectively 0·30 chain and 3·80 chains north of the entrance to Beechbridge Farm.

Tramway No. 15.—(1) In the road between Langley and Sutton, known as Langley-road, between points respectively 0·40 chain and 3·65 chains east of the south-eastern corner of the "Institute" at Langley.

(2) In the aforesaid road between points respectively 1·00 chain and 4·00 chains south-west of the bridge over the stream running by Langley Hall.

(3) In the aforesaid road between points respectively 2·35 chains and 5·35 chains east of the eastern corner of the house known as "New Brighton."

(4) In the aforesaid road between points respectively 12·80 chains and 15·90 chains east of the eastern corner of the "Church House" public-house.

Tramway No. 16.—(1) In the road between the Church House public-house at Sutton and Gurnett, known as Higher Sutton-road and Gurnett-road, between points respectively 1·55 chains east and 2·20 chains west of the eastern corner of the "Church House" public-house.

(2) In the aforesaid road between points respectively 1·10 chains and 8·15 chains south-east of the centre of German Bridge.

(3) In the aforesaid road between points respectively 2·80 chains and 8·85 chains south-east of the south-east side of the canal aqueduct over the road.

Tramway No. 17.—(1) In the main street of Prestbury, known as Prestbury-street, between points 1·75 chains and 5·50 chains south-west of the main entrance gate to St. Peter's Church.

(2) In New-road between points respectively 2·30 chains and 8·55 chains north-east of the centre of the bridge over the River Bollin.

(3) In New-road and Prestbury-lane from a point opposite the entrance to the London and North Western Railway Station to a point 2·00 chains east of the centre of the bridge over the London and North Western Railway.

(4) In Prestbury-lane from a point 0·60 chain west of the entrance gate to Bradley Mount to a point 8·85 chains east thereof.

(5) In Prestbury-lane between points respectively 5·30 chains and 8·50 chains west of London-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 nine feet six inches will intervene between the outside of the footpath on the sides of the street and road hereinafter mentioned, and the nearest rail of the tramway, or if no side is mentioned, on both sides of the road (that is to say):—

No. of Tramway.	Name of Road or Street.	Side or sides of Road or Street.	Narrow Places.
1	Beech-lane ..	East	Between points respectively 1.30 chains north and 1.55 chains south of the intersection of Fowler-street.
1	Beech-lane ..	East	Between the junction of Pearl-street and a point 0.80 chain north thereof.
1	Beech-lane ..	East	Between the northern corner of Hibel-road and a point 1.00 chain north thereof.
1	Beech-lane and Jordan-gate	West	Between points respectively 1.70 chains north and 3.00 chains south of the intersection of Hibel-road.
1	Jordan-gate ..	East	From the intersection of Brunswick-street to a point 8.40 chains north thereof.
1	Market-place ..	West	From the intersection of King Edward-street to a point 2.40 chains south thereof.
1	Market-place ..	East	Between points respectively 2.20 chains and 3.25 chains south of the intersection of Brunswick-street.
2	Hurdsfield-road	Both	Between points respectively 1.20 chains and 4.10 chains west of the intersection of Church-street.
2	Hurdsfield-road	North	Between points respectively 4.10 chains and 8.50 chains west of Church-street.
2	Hurdsfield-road	North	Between the intersection of Arbourhay-street and a point 1.10 chains west thereof.
2	Hurdsfield-road	Both	Between points respectively 0.40 chain east and 0.40 chain west of the centre of the Macclesfield Committee Railway bridge.
2B	Gas-road ..	Both	Between points respectively 1.80 chains and 3.80 chains south of the intersection of Hibel-road.
2c	Station-street ..	Both	Between points respectively 0.30 chain and 1.50 chains north of the intersection of Hibel-road.
2c	Station-street ..	East	Between points respectively 1.50 chains and 3.00 chains north of the intersection of Hibel-road.
3	Buxton-road ..	Both	Between points respectively 0.40 chain east and 0.40 chain west of the centre of the highway bridge over the Macclesfield Canal.
3	Buxton-road ..	South	Between the eastern corner of Davenport-street and a point 5.10 chains east thereof.
3	Buxton-road and Commercial-road	North	From the western corner of King-street to a point 3.50 chains south of the intersection of Queen-street.
3	Commercial-road	East	From the northern corner of Queen-street to a point 1.50 chains north thereof.
3	Commercial-road	Both	Between points respectively 1.10 chains and 2.10 chains south of Waterloo-street.
3	Commercial-road	West	Between points respectively 1.60 chains and 2.85 chains south of Norton-street.
3B	Davenport-street	Both	Between points respectively 1.50 chains and 3.50 chains south of the intersection of Buxton-road.
4	Byron's-lane ..	North	From the boundary between the borough of Macclesfield and parish of Sutton at the canal aqueduct over Byron's-lane to a point 5.75 chains west.
4	Byron's-lane ..	North	From a point 0.55 chain west of the intersection of London-road to a point 3.80 chains west thereof.
4	Byron's-lane ..	North	Between points respectively 8.70 chains and 11.30 chains south-east of the south-eastern corner of the boundary of the grounds of "Woodland House."
4	Byron's-lane ..	North	Between points respectively 0.50 chain and 3.90 chains north-west of the south-eastern corner of the boundary of the grounds of "Woodland House."
4	Byron's-lane ..	Both	From the northern boundary of the grounds of "Harold House" to the junction of Byron's-lane and Cross-street.

No. of Tramway.	Name of Road or Street.	Side or sides of Road or Street.	Narrow Places.
4	Cross-street ..	East	Between points respectively 0.75 chain and 1.65 chains south of Byron's-street.
4	Mill-lane ..	West	From a point opposite the northern corner of Bridge-street to a point 3.25 chains to the north thereof.
4	Sunderland-street	Both	From the southern corner of the General Post Office to a point 6.40 chains north of the intersection of Fickford-street.
5	Park-lane ..	Both	Between points respectively 0.75 chain and 5.15 chains north-east of the intersection of Oxford-road.
5	Park-lane ..	Both	Between points respectively 0.70 chain and 3.70 chains south-west of the intersection of Crompton-road.
5	Park-lane ..	Both	Between points respectively 0.40 chain and 2.10 chains south-west of the intersection of Bond-street.
5	Park-lane ..	Both	Between points respectively 0.50 chain and 1.30 chains north-east of the intersection of Bond-street.
5	Park-lane ..	North	From the north-eastern corner of Newton-street to a point 0.80 chain to the north-east thereof.
5	Park-lane ..	Both	From a point 0.80 chains north-east of the north-eastern corner of Newton-street to the western corner of Higginbotham-street.
5	Park-lane ..	Both	From the eastern corner of Higginbotham-street to a point 3.00 chains to the north-east thereof.
6	Bond-street ..	East	Between points respectively 0.80 chain and 1.45 chains north of the intersection of Park-lane.
6	Bond-street ..	Both	Between points respectively 0.85 chain and 2.75 chains north of the intersection of Henderson-street.
6	Bond-street ..	East	Between points respectively 2.75 chains and 3.80 chains north of the intersection of Henderson-street.
6	Catherine-street	West	From the northern corner of Shaw-street to the southern corner of Great King-street.
6	Catherine-street	Both	From the intersection of Chester-gate to a point 4.25 chains south thereof.
6	Chester-gate ..	North	From a point opposite the north-eastern corner of Catherine-street to a point opposite the intersection of Bridge-street.
6	Proposed new street	Both	From the intersection of Chester-gate with the proposed new street to the intersection of King Edward-street with the same.
6	Cumberland-street	Both	From the eastern corner of Westminster-street to the western corner of King Edward's-road.
6	Cumberland-street	Both	Between points respectively 1.00 chain and 4.00 chains east of the intersection of Pownall-street.
6	Cumberland-street	Both	From a point 2.00 chains east of the intersection of Brock-street to the junction of Cumberland-street with Hibel-road.
7	Chester-road ..	Both	Between points respectively 2.50 chains and 6.00 chains east of the intersection of Fallibroome-road.
7	Chester-road ..	Both	Between points respectively 3.80 chains and 6.80 chains west of the north-western corner of "Spring Cottage."
7	Chester-road ..	Both	Between points respectively 0.20 chain and 10.40 chains east of the north-eastern corner of "Spring Cottage."
7	Chester-road ..	Both	Between points respectively 1.30 chains and 2.70 chains east of the entrance gate to "Park Side."
7	Chester-road ..	Both	Between points respectively 0.50 chain east and 2.45 chains west of the entrance gate to "Parkbrook."

No. of Tramway.	Name of Road or Street.	Side or sides of Road or Street.	Narrow Places.
7	Chester-road ..	Both ..	Between points respectively 1.30 chains east and 1.40 chains west of the north-western corner of "Halfway-House."
7	Chester-road ..	Both ..	Between points respectively 20.40 chains and 23.50 chains west of the intersection of West-street.
7	Chester-road ..	Both ..	Between points respectively 7.35 chains and 10.60 chains west of the intersection of West-street.
7	Chester-road ..	North ..	From the eastern corner of Alderley-street to a point 2.65 chains to the east thereof.
7	Chester-road ..	Both ..	Between points respectively 0.50 chain and 5.10 chains east of the intersection of Great Queen-street.
7	Chester-gate ..	South..	Between points respectively 5.10 chains and 5.90 chains east of the intersection of Great Queen-street.
8	Prestbury-road..	North ..	Between points respectively 1.20 chains and 5.10 chains east of the boundary between the borough of Macclesfield and the parish of Upton.
8	Prestbury-road..	North ..	Between points respectively 1.00 chain and 5.10 chains west of the intersection of Victoria-road.
8	Prestbury-road..	North ..	Between points respectively 4.50 chains and 5.00 chains east of the intersection of Victoria-road.
8	Prestbury-road..	Both ..	Between points respectively 5.00 chains and 6.65 chains east of the intersection of Victoria-road.
8	Cumberland-street	Both ..	From the western corner of Westminster-street to a point 5.80 chains west thereof.
11	London-road ..	Both ..	Between points respectively 1.25 chains north and 3.60 chains south of the centre of Hope's Bridge.
11	London-road ..	East ..	Between points respectively 11.75 chains and 14.75 chains south of Lestock-terrace.
11	London-road ..	East ..	Between points respectively 4.85 chains north and 3.30 chains south of the centre of the highway bridge over the London and North-Western Railway, Macclesfield Branch.
11	London-road ..	West ..	Between points respectively 4.50 chains and 7.90 chains north of Street-lane.
11	London-road ..	East ..	Between points respectively 7.00 chains and 10.20 chains south of Street-lane.
11	London-road ..	East ..	From opposite the entrance gates to Sandholes Farm to a point 2.95 chains north therefrom.
11	London-road ..	West ..	Between points respectively 1.75 chains north and 1.35 chains south of the gateway into Gibson Wood.
11	London-road ..	Both ..	Between points respectively 6.00 chains and 9.00 chains north of Red Brook.
11	London-road ..	East ..	Between points respectively 3.90 chains and 9.00 chains north of the north-eastern corner of Hollingsworth Smithy.
11	London-road ..	East ..	Between points respectively 9.20 chains and 12.20 chains south of the north-eastern corner of Hollingsworth Smithy.
11	London-road ..	East ..	Between points respectively 18.10 chains and 21.25 chains north of the entrance to Pole Farm.
11	London-road ..	Both ..	Between points respectively 2.60 chains north and 4.60 chains south of the entrance to Pole Farm.
11	London-road ..	Both ..	Between points respectively 9.30 chains and 14.25 chains south of the centre of the bridge over the River Dean.

No. of Tramway.	Name of Road, or Street.	Side or sides of Road or Street.	Narrow Places.
11	London-road ..	East	Between points respectively 3.20 chains and 7.55 chains south of the centre of the London and North-Western Railway bridge over the road near "Mill House."
11	London-road ..	East	Between points respectively 21.75 chains and 24.85 chains south of the last-mentioned railway bridge.
11	London-road ..	East	Between points respectively 24.50 chains and 31.30 chains south of Holehouse-lane.
11	London-road ..	Both	Between points respectively 0.90 chain and 8.90 chains north of the north-eastern corner of "Butley Ash public-house."
11	London-road ..	East	Between points respectively 1.80 chains north and 3.40 chains south of the north-eastern corner of Lane End Farm.
12	London-road ..	East	Between points respectively 1.40 chains and 2.35 chains south of the intersection of Bench-lane.
12	London-road ..	East	Between points respectively 5.35 chains and 8.65 chains south of the intersection of Bench-lane.
12	London-road ..	East	Between points respectively 5.00 chains north and 0.80 chain south of the north boundary fence of the "Walnut Tree."
12	London-road ..	East	Between points respectively 1.90 chains and 5.00 chains north of the intersection of Dumber-lane.
12	London-road ..	East	Between points respectively 15.60 chains and 18.60 chains south of the intersection of Dumber-lane.
13	Palmerston-street	North.. ..	From a point 1.90 chains west of the south-eastern corner of the Congregational Church to a point 0.20 chain west of the west side of the canal aqueduct over the road.
13	Wellington-road	Both	Between points respectively 3.70 chains east and 4.10 chains west of Adlington-road.
13	Wellington-road	Both	Between points respectively 3.50 chains east and 2.00 chains west of Garden-street.
13	Henshall-road ..	North	Between points respectively 2.50 chains east and 2.00 chains west of the intersection of Ledley-street.
13	Henshall-road ..	North	Between points respectively 5.80 chains and 10.20 chains west of the intersection of Ledley-street.
13	Bollington Cross	North	Between points respectively 1.55 chains and 5.25 chains north-east of the intersection of Bench-lane.
13	Bollington Cross	North	Between points respectively 0.90 chain north-east and 2.50 chains south of the intersection of Bench-lane.
13	Bollington Cross	North	Between points respectively 3.70 chains and 7.70 chains south of the intersection of Bench-lane.
13	Bollington Cross	Both	Between points respectively 10.20 chains and 11.50 chains south of the intersection of Bench-lane.
13	Bollington Cross	West.. ..	Between points respectively 11.50 chains and 13.90 chains south of Bench-lane.
13	Bollington Cross	West.. ..	Between points respectively 15.20 chains and 17.80 chains north-east of the intersection of Clark-lane.
13	Bollington Cross	West.. ..	Between points respectively 5.80 chains and 9.60 chains north-east of the intersection of Clark-lane.
13	Ball-lane ..	West.. ..	From the intersection of Dumber-lane to a point 2.25 chains to the north-east thereof.

No. of Tramway.	Name of Road or Street.	Side or sides of Road or street.	Narrow Places.
14	London-road ..	East	Between points respectively 1.40 chains and 5.00 chains south of the intersection of Tytherington-lane.
14	London-road ..	West	Between points respectively 3.30 chains and 4.40 chains north of the centre of the southern entrance gate to Tytherington Hall.
14	London-road ..	West	Between points respectively 0.50 chain and 3.60 chains south of the southern entrance gate to Tytherington Hall.
14	London-road ..	West	Between points respectively 12.30 chains and 15.60 chains south of the southern entrance gate to Tytherington Hall.
14	London-road ..	West	Between points respectively 11.50 chains and 14.60 chains north of the centre of Beech Bridge.
14	London-road ..	Both	Between points respectively 2.50 chains north and 0.50 chain south of the centre of Beech Bridge.
15	Langley-road ..	North	Between points respectively 2.20 chains and 3.60 chains east of the south-eastern corner of Langley Institute.
15	Langley-road ..	Both	Between points respectively 0.70 chain and 2.20 chains east of the south-eastern corner of Langley Institute.
15	Langley-road ..	North	From a point opposite the south-eastern corner of Langley Institute to a point 0.95 chain west thereof.
15	Langley-road ..	North	From a point 0.20 chain east of the centre of the bridge over the stream running by Langley Hall to a point 6.10 chains south-west of the western corner of the house known as "New Brighton."
15	Langley-road ..	North	Between points respectively 17.80 chains and 19.10 chains north-east of the north-eastern corner of the "Church House" public-house.
16	High Sutton-road and Gurnett-road	North	Between points respectively 1.50 chains east and 2.20 chains north-west of the north-eastern corner of the "Church House" public-house.
16	High Sutton-road and Gurnett-road	North	Between points respectively 0.35 chain north-west and 8.00 chains south of the centre of German Bridge.
16	High Sutton-road and Gurnett-road	North	From the centre of the canal aqueduct over the road to a point 4.70 chains south-east thereof.
17	Prestbury-street	West	Between points respectively 1.80 chains and 4.00 chains south-west of the main entrance to St. Peter's Church.
17	Prestbury-street	East	Between points respectively 0.45 chain north-east and 0.80 chain south-west of the centre of the centre of the bridge over the River Bollin.
17	Prestbury-street	East	Between points respectively 2.20 chains and 6.40 chains north-east of the centre of the bridge over the River Bollin.
17	Prestbury-street	Both	Between points respectively 6.40 chains and 7.25 chains north-east of the bridge over the River Bollin.
17	New-road ..	East	Between points respectively 1.15 chains and 14.35 chains south of the entrance to the London and North-Western Railway station.
17	New-road and Prestbury-lane	Both	From the western end of the parapet walls of the bridge over the London and North-Western Railway to a point 2.50 chains to the east thereof.
17	New-road and Prestbury-lane	North	Between points respectively 2.50 chains and 5.00 chains east of the western end of the parapet walls of the aforesaid bridge.

The power intended to be employed for moving carriages or trucks on the said tramways will be electrical power to be generated at stations, and to be applied by the overhead system or otherwise, or any other mechanical power not being steam power as may for the time being be applicable.

The gauge to be adopted for the intended tramways will be 3 feet 6 inches, or such other gauge as may be prescribed in the Bill or the Board of Trade may approve, but in order to facilitate interchange of traffic between the intended tramways and the proposed High Peak and District Light Railway it is proposed, as shewn upon the deposited plans, to lay down an additional rail alongside a part of the intended Tramway No. 2 and the whole of Tramways Nos. 2b, 2c, 3, 3a and 3b.

It is not proposed to run on the said tramways carriages or trucks adapted to run upon railways.

To empower the Company to make in the lines and according to the levels shewn on the deposited plans and sections the following street improvements with all necessary works and conveniences connected therewith, viz. :—

Tramway No. 6a.—Widening in Park-lane and Bond-street in the borough of Macclesfield.

On the north side of Park-lane and the east side of Bond-street at their junction for a length of 0·40 chain in Park-lane, east of the eastern corner of Bond-street, and for a length of 0·40 chain in Bond-street, north of the eastern corner of Park-lane.

Tramway No. 11.—Widening in London-road, otherwise Macclesfield-road, in the parish of Butley, rural district of Macclesfield.

On the west side, from the northern corner of Prestbury-lane to a point 4·80 chains north thereof.

Tramway No. 12.—Widening in London-road in the parish of Butley, rural district of Macclesfield.

On the west side, from the southern corner of Prestbury-lane to a point 6·60 chains south thereof.

Tramway No. 13.—Widenings in Henshall-road, urban district of Bollington.

On the north side, from a point 0·60 chain east of the intersection of Princess-street to a point 0·80 chain west of the intersection of Ledley-street.

On the north side, from a point 2·10 chains east of a point opposite the centre of the gateway of "Oven House," to a point 4·80 chains west of the gateway of "Oven House."

Widenings in Bollington Cross, urban district of Bollington.

On the north side, between points respectively 2·15 chains and 4·50 chains north-east of the corner of the southern boundary fence of the school at Bollington Cross.

On the south side, between points respectively 5·50 chains and 9·40 chains east of the intersection of Bench-lane.

On the east side, between points respectively 8·20 chains and 10·60 chains south of the intersection of Bench-lane.

Widenings in Tytherington-lane, parish of Tytherington, rural district of Macclesfield.

On the west side, between points respectively 6·10 chains and 15·25 chains south of the intersection of Dumber-lane.

On the west side, from the northern corner of Tytherington-lane at the junction of London-road to a point 4·20 chains north thereof.

Tramway No. 13a.—Widening in Tytherington-lane and London-road, otherwise Maccles-

field-road, at their junction, parish of Tytherington, rural district of Macclesfield.

On the east side of London-road, from the northern corner of Tytherington-lane (at their junction) to a point 0·60 chain north thereof.

Tramway No. 15.—Widenings in the public road between the hamlet of Langley and the "Church House" public-house, Sutton, known as Langley-road, parish of Sutton, rural district of Macclesfield.

On the south side, between points respectively 11·55 chains and 17·10 chains east of the north-eastern corner of the "Church House" public-house.

On the south side, between points respectively 6·10 chains and 9·80 chains east of the north-eastern corner of the "Church House" public-house.

Tramway No. 16.—Widening in the public road between the "Church House" public-house, Sutton, and Gurnett, known as Higher Sutton-road and Gurnett-road, parish of Sutton, rural district of Macclesfield.

On the north side, between points respectively 2·40 chains and 6·80 chains north-west of the centre of German Bridge.

Tramway No. 17.—Widenings in Prestbury-lane, parish of Butley, rural district of Macclesfield.

On the south side, from the western corner of Heybridge-lane to a point 3·60 chains west thereof.

On the south side, from the eastern corner of Heybridge-lane to a point 11·70 chains east thereof.

On the north side, between points respectively 3·20 chains and 9·20 chains west of the intersection of London-road.

Tramway No. 2.—To alter the level of the Hibel-road by lowering it to the extent of 9 inches or thereabouts at the point in that road where it passes under the London and North-Western railway bridge over the said road.

And to enable the Company to dedicate the widened roads to the public, and to provide for the maintenance of such roads by the local authority or the Company as the Bill may prescribe.

To authorize the Company to deviate in the construction of the tramways, street widenings, and other works to be authorized by the Bill, both vertically and laterally, to the extent shown upon the deposited plans and sections, or as may be prescribed by the Bill.

To enable the Company to make, maintain, alter, and remove such crossings, passing places, interlacing lines, sidings, junctions, turnouts, and other works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the intended 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.

To enable the Company to provide such depôts, stations, car sheds, stables, engine houses, offices, and other buildings, accumulators, dynamos, plant, machinery, appliances and conveniences as may be requisite for carrying into effect the purposes of the Bill, and to alter double to single lines, and vice versa. or double or single to interlacing lines, or vice versa.

To enable the Company to lay down, construct, erect, and maintain on, in, over, or under the surface of any street, road, footway, bridge, river, or place, or any lands, and attach to any house, or building, such posts, conductors, wires, tubes, mains, plates, cables, boxes, and apparatus,

and to make and maintain such openings and ways in, on, or under the surface of such streets, roads, footways, bridges, rivers, places, or lands, as may be necessary or convenient, either for the working of the intended tramways, or for connecting any portions of any such tramways, or for providing access to, or forming connections with any generating or other stations, engines, machinery, or apparatus.

To empower the Company to enter upon, open, and break up the surface of, and to cross, alter, widen, raise, lower, narrow, and stop up and divert or otherwise interfere with streets, roads, lanes, highways, public and private roadways, tramways, footways, railways, water-courses, bridges, canals, sewers, drains, pavements, pipes, tubes, wires, apparatus, matters, and things, or any of them, for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the tramways and works, or for substituting others in their place, or for other the purposes of the Bill.

To authorize the Company to remove or discontinue the use of any of the intended tramways, or works, or any part thereof where necessary or expedient, and to make in the same or any adjacent street, road, or thoroughfare, in any parish, or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway, or part of a tramway, or works so removed or discontinued to be used or intended so to be.

To enable the Company to levy, demand, take and recover tolls, rates, and charges for the use of the intended tramways, or for any other tramways or light railways owned, leased to, run over or used by them, and for the conveyance of passenger or other 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 to confer, vary, or extinguish other rights and privileges.

To enable the Company to widen where necessary the carriage way of any road along which the intended tramways are to be laid by reducing the width of the footpath or otherwise.

To authorize the Company to use and dispose of any paving, metalling, or road materials extracted or removed by the Company in the construction of the intended tramways or works, or the exercise of the powers of the Bill.

To authorize the Company for any of the purposes of the Bill and for the works aforesaid to purchase or acquire by compulsion or agreement, and take on lease lands and hereditaments, and to purchase by agreement or compulsion easements over land and property, and to sell, let, or dispose of any such lands which may not be necessary for such purposes.

To empower the Company to acquire by agreement or compulsion, and to hold and use the lands hereinafter described, or some part or parts thereof, for the purposes of a station or stations for generating electrical energy and for a tramway depôt, and to erect, maintain, work, and use thereon such buildings, depôts, engines, dynamos, and other machinery apparatus, plant works, and conveniences for that purpose as may be necessary or suitable for the purpose of working the intended tramways (that is to say):—

Lands in the parish of Tytherington rural district of Macclesfield, part of certain lands known as Beech Bridge Farm, being field num-

bered 191 and part of field numbered 190 on the Ordnance Survey Map (1898 edition, (Cheshire) Sheet XXXVI 8, having an area of 1 acre 3 roods 2 perches 18 yards or thereabouts, situate on the west side of the public road running between Macclesfield and Stockport, known as the London-road, otherwise Macclesfield-road, and bounded on the north by an occupation road running from the aforesaid road through Beech Bridge Farm, on the west by the London and North-Western Railway (Macclesfield Branch), on the south by the River Bollin, and on the east by the London-road.

And the Bill will vary or extinguish all rights and privileges connected with any of such lands.

To exempt the Company from the operations of Section 92 of the Lands Clauses Consolidation Act, 1845, and to enable them to purchase compulsory parts only of any house, building, manufactory, or property for the before-mentioned tramways and other works without being obliged or compellable to purchase the whole.

To confer on and reserve to the Company and their licensees, lessees, and assigns the exclusive right of using on the proposed tramways engines and carriages having wheels adapted to run on or in an edged grooved or other rail, and to regulate the speed at which carriages may be propelled on such tramways.

To empower the Company on the one hand, and any local authority having the control or management of the streets or roads along which any tramway is intended to be laid on the other hand, to enter into and carry into effect contracts or agreements with respect to all or any of the purposes of the Bill, and in particular 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 intended tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and to the use of electrical or mechanical power on the intended tramways, and for facilitating the passage of carriages and traffic over and along the same; and the Bill will or may sanction, confirm, or give effect to any agreement that may be entered into touching any of the matters aforesaid.

To make special provision for the prevention of damage to the intended tramways or any works connected therewith, and with respect to the regulations to be made by the Board of Trade for securing the safety of the public on tramways on which mechanical power is used, for regulating the use of such power in respect of the intended tramways, and to exempt the Company from such regulations.

To empower the Company and any local authority in whose district any portion of the intended tramway will be situate to make regulations and bye-laws for all or any of the purposes mentioned in Section 46, of the Tramways Act, 1870.

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 any of the intended tramways within such extended period, and on such terms and conditions, and in such events as the Bill may prescribe, and to authorize and require any such local authority as aforesaid, in the event of the purchase by them of the tramways of the Company to purchase all plant of the Company used for the purpose of working the intended tram-

ways by electrical power, and to confer upon such authorities all necessary powers in that behalf including power of borrowing money.

To empower the Company and any local authority in whose district any portion of the intended tramways will be situate, 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 energy and power to the Company for the purposes of the intended tramways the supply by the Company to any such local authority, company, or person of electrical energy in bulk or otherwise, for any purpose for which such authority, company, or person may, for the time being, be authorized to supply electricity subject to such terms and conditions as the Bill may prescribe, and the Bill will provide, if need be, for the leasing or taking over of the powers of the Corporation of Macclesfield for the supply of electricity granted under Provisional Order subject to such terms and conditions as may be mutually agreed between the Company and the Corporation.

To authorize the Company on the one hand, the proposed High Peak and District Light Railway Company and any local authority, company, or person owning or working any tramway or light railway in the county of Chester with which any tramway worked or used by the Company connects, or any of them on the other hand, to enter into and carry into effect agreements for all or any of the following purposes (that is to say):—

(1) The working, running over, use, management, and maintenance by the contracting parties of all or any of their respective tramways, light railways, and works, or any part or parts thereof respectively.

(2) The making of all necessary junctions.

(3) The supply of rolling stock, plant, machinery, electrical energy, or any motive power necessary for the purposes of such agreement, and the employment and appointment and removal of officers and servants.

(4) The payments to be made and conditions to be performed in respect of such working, running over, use, management, and maintenance, and the interchange, accommodation, and convenience, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties.

(5) The payment, collection, division, and apportionment of the tolls, rates, or other receipts arising from the respective undertakings.

And to confer upon the Company and the proposed High Peak and District Light Railway Company, and such authorities, companies, and persons, all necessary powers to enable them to carry any such arrangement into effect, including the power of levying and recovering tolls, rates, and charges, and of borrowing money and applying funds or raising capital.

To incorporate with the Bill, and to confer upon the Company in connection with and for the purposes of any of the tramways, works, matters, and things aforesaid, all or some of the provisions of the Tramways Act, 1870, with such exceptions, alterations, or amendments as may be deemed expedient and the Bill may prescribe and especially, but not exclusively, those relating to the breaking up, reinstatement

and repair of streets and roads to gas and water companies, and sewers to the use by the Promoters on the tramways of flange-wheeled carriages, &c., and to offences and to enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned.

To incorporate with the Bill and to confer upon the Company all or some of the powers and provisions of the Lands Clauses Acts, the Companies Clauses Acts, 1845, 1863, and 1869, the Electric Lighting Acts, 1882 and 1888, the Electric Lighting (Clauses) Act, 1899, and so far as may be deemed necessary, certain provisions of the Railways Clauses Consolidation Act, 1845 and the Railways Clauses Act, 1863, and all other Acts of Parliament relating to, or which may be affected by, or interfere with the objects of the Bill.

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 Bill and to confer other rights and privileges.

And Notice is hereby also given that on or before the 29th day of this present month of November duplicate plans and sections shewing the lines and levels of the intended tramways and other works (the plans also showing the lands intended to be taken or used 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 Chester, at his office at Northgate-street, Chester, and that, on or before the said 29th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each of the hereinbefore mentioned boroughs, urban and rural districts, parishes, and places from in, through, or into which, all or any of such tramways and other works will be made or pass, or in which any lands intended to be taken or used 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):—

As regards the borough of Macclesfield, with the Town Clerk of Macclesfield, at his office at Macclesfield.

As regards any urban district, with the Clerk of the District Council of such district, at his office.

As regards any rural district, with the Clerk of the District Council of such district, at his office.

As regards any parish council, with the Clerk of the Parish Council, at his office or residence, or if there be no Clerk with the Chairman of that Council at his residence.

And Notice is hereby further given that on or before the 21st day of December, 1902, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1902.

ASHWELL and TUTIN, St. Peter's-gate,
Nottingham, Solicitors.

W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1903.

GREAT CENTRAL RAILWAY.

(New Railways in County of York (West Riding); New Railways to be made by Great Central Railway Company or North Wales and Liverpool Railway Committee in County of Chester; New Railway in the Counties of York (West Riding) and Nottingham to be made by the Great Central Railway Company and the Midland Railway Company; Deviation powers; Underpinning; Acquisition of additional lands by Great Central Railway Company in Counties of London, Nottingham, Warwick, York (West Riding), Middlesex, Lincoln (parts of Lindsey), Lancaster and Chester; Diversion of footpath in parish of Ecclesfield; Acquisition of additional lands by Great Central Railway Company or Wigan Junction Railways Company in County of Lancaster; Stopping up of footpaths by Great Western and Great Central Railways Joint Committee in Counties of Bucks and Oxford; Power to take parts only of properties; Provisions as to repair of certain roads over Railways, and certain new or altered roads or footpaths or highways; Extension of time for purchase of lands for works and footpaths and additional lands authorized by Great Central Railway Act, 1900; Extension of time for completion of works authorized by Manchester, Sheffield and Lincolnshire Railway Additional Powers Act, 1883; Extension of time for completion of widening authorized by Manchester, Sheffield and Lincolnshire Railway Additional Powers Act, 1866; Extension of time for compulsory purchase of lands for and completion of Railways 2, 3, 4 and 5, authorized by Manchester, Sheffield and Lincolnshire Railway (New Railways) Act, 1888; Extension of time for compulsory purchase of lands for and completion of portion of Railway No. 1 authorized by Great Central Railway Act, 1898; Extension of time for compulsory purchase of additional lands in Counties of London and Nottingham authorized by Great Central Railway Act, 1898; Extension of time for completion of Railways authorized by Wirral Railway Certificate, 1883, and Wirral Railway Acts, 1884 and 1888; Extension of time for sale of Great Central Railway Company's surplus lands; Special provisions with respect to the retention, lease, sale and disposal of lands acquired by Great Central Railway Company; Establishment of Pension Fund for Great Central Railway Company's officers and servants, and provisions with respect thereto; Repeal or alteration of Railway Clearing System Superannuation Funds Acts, 1873-1897, and transfer of a portion of that Fund to Great Central Railway Company's Pension Fund; Special Constables; Provisions as to trespass; Increase of speed of trains over level crossings; Tolls, rates and charges; Application of Funds by Great Central Railway Company, Midland Railway Company, Wigan Junction Railways Company, Great Western and Great Central Railways Joint Committee, and North Wales and Liverpool Railway Committee, and 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 and 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 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):—

In the county of York (West Riding)—

A Railway (No. 1), commencing by a junction with the Company's Barnsley to Barnetby Railway at a point $\frac{1}{4}$ a chain, or thereabouts, to the north-east of the bridge carrying Guest-lane over the said railway, and terminating by a junction with the same railway at a point $51\frac{1}{2}$ chains, or thereabouts, north-east of the centre of the bridge carrying the same railway over Flood Drain on the north side of Mile Thorne sidings, such distances being in both cases measured along the centre line of the railway.

The said Railway No. 1 will be situate in or pass from, through or into the parishes of Warmsworth, Sprotborough, Bentley with Arksey, and the parish and urban district of Balby with Hexthorpe.

A Railway (No. 2), commencing by a junction with the Company's Worsborough branch, at a point 9 chains, or thereabouts, to the north-east of the bridge carrying the Midland Railway over the said branch, and terminating by a junction with the Company's Chapelton branch at a point $\frac{3}{4}$ of a chain, or thereabouts, from the centre of Wombwell Main Junction signal box, measured in a south-westerly direction, such distances being in both cases measured along the centre line of the railway.

The said Railway No. 2 will be situate wholly in the parish and urban district of Wombwell.

A Railway (No. 3), commencing by a junction with Railway No. 2 in field No. 663 on the Ordnance Map of the West Riding of the county of York, scale $\frac{1}{25000}$, sheet No. CULXXV, 13, dated 1895, at a point in that field distant $\frac{1}{4}$ chain, or thereabouts, from the southern boundary, measured in a northerly direction, and at right angles thereto, and $1\frac{1}{4}$ chains, or thereabouts, from the eastern boundary, measured in a westerly direction, and at right angles thereto, and terminating by a junction with the Company's Aldham Curve at a point $5\frac{1}{2}$ chains, or thereabouts, measured along the said Aldham Curve from the south of the bridge carrying the said Aldham Curve over the Company's Worsborough branch.

The said Railway No. 3 will be situate wholly in the parish and urban district of Wombwell.

2. To empower the Company or the North Wales and Liverpool Railway Committee (hereinafter called "the North Wales and Liverpool Committee") to make and maintain the railways 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):—

In the County of Chester.

A Railway (No. 4), commencing by a junction with the Bidston sidings of the North Wales and Liverpool Committee at a point 4 chains, or thereabouts, from the bufferstops of the northernmost siding, and terminating by a junction with the Park branch of the Wirral Railway at a point about $3\frac{1}{2}$ chains west of the junction points of the dock goods line branch of the Wirral Railway.

The said Railway No. 4 will be wholly situated in the parish of Bidston cum Ford, in the rural district of Wirral.

A Railway (No. 5), commencing by a junction with the Wirral Railway at a point $10\frac{1}{4}$ chains, or thereabouts, to the south-east of the bridge carrying Sherlock-lane over the said railway, and

terminating in field No. 110 on the Ordnance Map of Cheshire, scale $\frac{1}{25000}$, sheet No. VII, 15, dated 1899, at a point in that field distant 1 chain, or thereabouts, measured at right angles from the westerly siding in the said field from a point on that siding distant $\frac{1}{2}$ of a chain, or thereabouts, from the buffer stops of that siding.

The said Railway No. 5 will be situate wholly in the parish and urban district of Wallasey.

A Railway (No. 6), commencing by a junction with the Wirral Railway at a point $\frac{1}{2}$ a chain, or thereabouts, to the east of the bridge carrying Gorsey-lane over the said railway, and terminating in the field No. 110 on the Ordnance Map of Cheshire, scale $\frac{1}{25000}$, sheet No. VII, 15, dated 1899, at a point in that field distant $2\frac{1}{2}$ chains, or thereabouts, from the eastern boundary measured in a westerly direction, and at right angles thereto, and $1\frac{1}{2}$ chains, or thereabouts, from the southern boundary measured in a northerly direction, and at right angles thereto.

The said Railway No. 6 will be situate wholly in the parish and urban district of Wallasey.

3. To empower the Company and the Midland Railway Company (hereinafter called "the Midland Company"), or either of them, to make and maintain the railway and works hereinafter described, with all proper stations, sidings, junctions, approaches, works and conveniences connected therewith, or some of them, or some part thereof (that is to say):—

In the counties of Nottingham and York (West Riding)—

A Railway (No. 7), commencing in the parish of North and South Anston, in the West Riding of the county of York, by a junction with the Railway No. 1 authorized by the Shireoaks, Laughton and Malby Railway Act, 1901 (now in course of construction), at a point marked and measured 1 furlong 8 chains from the commencement thereof, as shown on the plans deposited on or before the 30th November, 1900, with the Clerk of the Peace for the West Riding of the county of York, and terminating by a junction with the Great Central Railway, in the parish and urban district of Worksop, in the county of Nottingham, at a point 26 yards, or thereabouts, measured in a westerly direction from the western end of the south platform of Shireoaks Station.

The said Railway No. 7 will pass from, in, through or into the parish of North and South Anston, and the parish of Worksop, in the urban district of Worksop.

4. To empower the Company, the Midland Company, and the North Wales and Liverpool Committee 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, the Midland Company, and the North Wales and Liverpool Committee to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all roads, streets, highways, bridges, footpaths, ways and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, gas, water, pneumatic and other pipes, electric 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, the Midland Company, and the North Wales and Liverpool Committee 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, the Midland Company, and the North Wales and Liverpool Committee 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.

8. To empower the Company to purchase, by compulsion or agreement, and to hold for the general purposes of the Company, and in connection with their undertaking and works connected therewith, and for providing increased accommodation, all or some of the lands (which expression in this Notice includes houses, buildings, mines, minerals, and easements in and over lands) shown on the plans to be deposited as hereinafter mentioned, and to exercise the powers following (that is to say):—

In the county of London—

Certain lands in the metropolitan borough of Stepney, being part of the property formerly known as Copenhagen Oil Mills, bounded in part by Pixley-street on the north, Limehouse Cut on the south, Victoria Lead Works and Burdett-road on the east and Locksley-street on the west.

In the county of Nottingham—

Certain land in the parish and county borough of Nottingham, situated on the west and south sides of and immediately adjacent to the Horse and Groom public-house at the corner of Upper Parliament-street and Clumber-street, and known as No. 3, Upper Parliament-street and No. 49, Clumber-street respectively.

In the county of Warwick—

Certain land in the parish of Wolfhamcoate, being the field numbered 250 on the Ordnance Map of Warwickshire, scale $\frac{1}{25000}$, sheets Nos. XXXV, 11, dated 1897, XXXV, 12, dated 1895, XXXV, 15, dated 1897, and XXXV, 16, dated 1896.

Certain lands in the parish of Willoughby, bounded on the north and south by the disused portion of the Oxford Canal, on the east by the Oxford Canal and on the west by the Great Central Railway.

In the county of York (West Riding)—

Certain lands in the parish of Ecclesfield adjoining and on the south side of the Company's Wadsley Bridge Station, bounded on the north by the said station, on the east by the Sheffield to Penistone highway, and on the west by the Company's station yard, and in connection therewith certain other lands in the same parish situated on the south side of and bounded on the north by the Company's railway and on the west by Lime-stone Hall-lane, and in connection therewith to stop-up and discontinue so much of the footpath which crosses the railway of the Company at or near Back-lane as lies between two points $3\frac{1}{2}$ chains, or thereabouts, south-west of, and $1\frac{1}{2}$ chains, or thereabouts, north-east of, the point where the said footpath crosses the railway of the Company, and to substitute therefor a new footpath commencing at the point of commencement of stopping-up hereinbefore described, running thence 12 chains, or thereabouts, in an easterly direction, and terminating in the Sheffield to Penistone main road where that road crosses the railway of the Company at or near Wadsley Bridge Station.

Certain lands in the parish and urban district of Wath-upon-Deerne, and parish and urban district of Wombwell, and parish of Brampton

Bierlow, bounded on the north by the Company's Barnsley to Barnetby Railway, on the south by the Dearne and Dove Canal, on the east by Station-road adjacent to the Company's Wath Station, and on the west by Pontefract-lane.

In the county of Middlesex—

Certain lands in the parish of Harrow-on-the-Hill, in the urban district of Wembley, situated at the most southerly corner of Wenbley Park, and adjacent to the yard of Oakington Farm.

In the county of Lincoln (parts of Lindsey)—

Certain land and buildings in the parish and county borough of Great Grimsby, bounded on the east by the Company's property facing Cressy-street, and on the west by the Alexandra Dock.

Certain land in the parish and urban district of Scunthorpe, on the northerly side of the Company's railway, situated between the Company's goods yard on the west and the public road leading from Scunthorpe to Appleby on the east.

In the county of Lancaster—

Certain lands and buildings in the parish of South Manchester, in the county borough of Manchester, on the south side of the Company's railway at or near Ashburys Station, lying between Gorton-lane and the Anglo-American Oil Company's works.

Certain other lands in the same parish and borough, on the south side of the railway of the Company at or near Ashburys Station, lying between Gorton-lane and Pottery-lane.

Certain other lands in the same parish and borough, on the south side of the railway of the Company at or near Ashburys Station, and forming a portion of Messrs. Davies Works.

Certain other lands in the same parish and borough, on the south side of the railway of the Company at or near Ashburys Station between Clayton-lane and the Stockport Branch Railway of the Sheffield and Midland Railway Companies Joint Committee.

Certain lands in the parish and urban district of Audenshaw, bounded on the north by the Company's railway, and situate between two points distant $4\frac{1}{2}$ chains and $9\frac{1}{2}$ chains measured along the Company's fence in an easterly direction from the south-east corner of the bridge carrying North-street over the said railway.

In the county of Chester—

Certain lands and buildings in the parish and borough of Dukinfield, on the north side of the Company's Railway at or near Hyde Junction Station, and lying between Dewsnap signal box and the western boundary of King-street.

Certain other lands in the same parish and borough, on the north side of the railway of the Company, and situated between two points 7 chains and 20 chains, or thereabouts, respectively, eastwards from the eastern face of Dewsnap-lane Bridge.

Certain other lands in the same parish and borough, on the south side of the railway of the Company, at or near Hyde Junction Station, and bounded on the north by the Company's fence and on the east by the Victoria Mill.

Certain other lands in the same parish and borough, on the south side of the railway of the Company, between two points 1 chain and 2 chains, or thereabouts, respectively, eastwards from the eastern face of Victoria Mill.

And to confirm any contract or agreement which has been or may be entered into for the acquisition of such lands.

9. To authorize the Company or the Wigan Junction Railways Company, for purposes in connection with their undertaking, to purchase, by compulsion or agreement, all or some of the following lands and properties shown on the

plans to be deposited as hereinafter mentioned, namely:—

In the county of Lancaster—

Certain lands in the parish and urban district of Hindley, lying on the north-west side of Stoney Lane, bounded on the north-east by the Wigan Junction Railways and on the south-east by the approach to Stoney Lane.

Certain lands in the parish and urban district of Hindley, lying on the north-west side of Stoney Lane, bounded on the north-east side by the Wigan Junction Railway and on the south-east side by Stoney Lane.

Certain other lands in the same parish and urban district on the south-east side of Stoney Lane, bounded on the north-east by the Wigan Junction Railway and on the north-west by Stoney Lane.

Certain other lands in the same parish and urban district, being a portion of the field numbered 619 on the Ordnance Map of Lancashire, scale $\frac{1}{25000}$, sheet No. XCIV, 19, dated 1894.

Certain other lands, in the same parish and urban district on the east side of Stoney-lane, bounded on the west by Stoney Lane, on the south by the Wigan Junction Railway and on the north by the road leading to Strangeways Hall.

And to confirm any contract or agreement made or to be made for the purchase or acquisition of the said lands, and to enable the Wigan Junction Railways Company to apply their funds to the purposes aforesaid.

10. To authorize the Great Western and Great Central Railways Joint Committee (hereinafter called "the Great Western and Great Central Committee"), for purposes in connection with the construction of the railway described in and authorized by the Great Western and Great Central Railway Companies Act, 1899, to execute the works hereinafter mentioned (that is to say):—

In the parish of Quainton, in the county of Bucks—

To stop up and discontinue so much of the footpath leading from Grendon Underwood to Doddershall House as lies between two points $4\frac{1}{2}$ chains and 10 chains, or thereabouts, respectively, measured in an easterly direction along the said footpath from the point where the said footpath crosses the fence dividing fields Nos. 76 and 75 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{25000}$, sheet No. XXII, 15, dated 1880, and to substitute in lieu thereof a new footpath commencing at the point of commencement of the portion of the footpath intended to be stopped up, and running thence 4 chains, or thereabouts, in a south-easterly direction, and thence 4 chains, or thereabouts, in a north-easterly direction, and terminating at the termination of the portion of the footpath intended to be stopped up.

In the parish of Woodham, in the rural district of Aylesbury, in the county of Bucks—

(1) To stop up and discontinue so much of the footpath leading from Ovinghill Farm to Newhouse Farm as lies between two points $1\frac{1}{2}$ chains and $4\frac{1}{2}$ chains, or thereabouts, respectively, measured in a south-easterly direction along the said footpath from the point where the said footpath crosses the fence dividing fields Nos. 15 and 6 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{25000}$, sheet No. XXII, 15, dated 1880, and to substitute therefor a new footpath, commencing at the point of commencement of the portion of footpath intended to be stopped up, and running thence $1\frac{1}{2}$ chains in an easterly direction and thence 2 chains in a southerly direction, and terminating at the termination of the portion of the footpath intended to be stopped up.

(2) To stop up and discontinue so much of the footpath leading from Collett Farm to Lower South Farm as lies between two points thereon 4 chains and 12 chains, or thereabouts, respectively, measured in a north-easterly direction along the said footpath from the point where the said footpath crosses the stream dividing fields Nos. 30 and 36 on the Ordnance Sheet of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 3, dated 1880, and to substitute therefor a new footpath, commencing at the point of commencement of the portion of footpath intended to be stopped up, and running thence $2\frac{1}{2}$ chains, or thereabouts, in an easterly direction, thence $5\frac{1}{2}$ chains, or thereabouts, in a northerly direction, thence $5\frac{1}{2}$ chains, or thereabouts, in an easterly direction, and thence $1\frac{1}{2}$ chains in a north-easterly direction, and terminating at the termination of the portion of footpath intended to be stopped up.

In the parish of Wotton Underwood, in the rural district of Aylesbury, in the county of Bucks—

(1) To stop up and discontinue so much of the footpath leading from Moat Farm to Westcott as lies between two points on the said footpath, $14\frac{1}{2}$ chains and $18\frac{1}{2}$ chains, or thereabouts, respectively measured in an easterly direction along the said footpath from the point where the said footpath crosses the fence dividing fields Nos. 40 and 42 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 3, dated 1880, and to substitute therefor a new footpath, commencing at the point of commencement of the portion of footpath intended to be stopped up, and running thence $1\frac{1}{2}$ chains, or thereabouts, in a north-easterly direction and thence $2\frac{1}{2}$ chains in a south-easterly direction and terminating at the termination of the portion of the footpath intended to be stopped up.

(2) To stop up and discontinue so much of the footpath leading from Wotton Underwood to Westcott as lies between two points on the said footpath $9\frac{1}{2}$ chains and 28 chains, or thereabouts, respectively, measured in a south-easterly direction along the said footpath, from the point where the said footpath crosses the fence dividing fields Nos. 197 and 192 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 7, dated 1880, and to substitute therefor a new footpath commencing at the point of commencement of the portion of footpath intended to be stopped up, and running thence $16\frac{1}{2}$ chains in a north-easterly direction on the westerly side of the footpath, and thence 3 chains in a south-easterly direction, and thence 1 chain in a north-easterly direction, and terminating at the termination of the portion of footpath intended to be stopped up.

(3) To stop up and discontinue so much of the footpath leading from Wotton Underwood to Westcott as lies between two points thereon 8 chains and 10 chains, or thereabouts, respectively, measured in an easterly direction from the point where the said footpath crosses the fence dividing fields Nos. 169 and 197 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 7, dated 1880, and to substitute therefor a new footpath commencing at the point of commencement of the portion of the footpath intended to be stopped up, and running thence $1\frac{1}{2}$ chains, or thereabouts, in a north-easterly direction, thence $1\frac{1}{2}$ chains, or thereabouts, in a south-easterly direction, and terminating at the termination of the portion of footpath intended to be stopped up.

(4) To stop up and discontinue the whole of the footpath leading from the road numbered 280 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet XXVII, 10, dated 1880, to its termination in the north-easterly corner of field

No. 276 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 11.

In the parish of Ashendon-cum-Pollecot, rural district of Aylesbury, in the county of Bucks—

(1) To stop up and discontinue so much of the footpath leading from Dorton to Ashendon as lies between two points $6\frac{1}{2}$ chains and 11 chains, or thereabouts, respectively, measured along the said footpath in an easterly direction from the point where the footpath crosses the stream dividing fields Nos. 81 and 109 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 14, dated 1880, and to substitute therefor a new footpath commencing at the portion of footpath intended to be stopped up, and running thence $3\frac{1}{2}$ chains, or thereabouts, in an easterly direction, thence $\frac{1}{2}$ a chain, or thereabouts, in a southerly direction, and terminating at the termination of the portion of the footpath intended to be stopped up.

(2) To stop up and discontinue so much of the footpath running from Chilton to Upper Pollecot as lies between two points 6 chains and 9 chains, or thereabouts, respectively, measured along the said footpath in a north-easterly direction from the point where the footpath crosses the stream dividing fields Nos. 124 and 138 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXVII, 14, dated 1880, and to substitute therefor a new footpath commencing at the commencement of the portion of footpath intended to be stopped up, and running thence 2 chains in a northerly direction, and thence 2 chains in a north-easterly direction, and terminating at the termination of the portion of the footpath intended to be stopped up.

(3) To stop up and discontinue so much of the footpath leading from Wombwell's Farm to Pollecot Farm as lies between two points $1\frac{1}{2}$ chains and 5 chains, or thereabouts, respectively, measured along the said footpath in an easterly direction from the point where the said footpath crosses the stream dividing fields Nos. 186 and 142 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXXII, 3, dated 1899, and to substitute therefor a new and shortened footpath running in a straight line between the points above mentioned.

In the parish of Haddenham, in the county of Bucks—

To stop up and discontinue so much of the footpath leading from Tythrop House to Haddenham as lies between two points $15\frac{1}{2}$ chains and $18\frac{1}{2}$ chains, or thereabouts, respectively, measured in a northerly direction along the said footpath from a point where the said footpath crosses the south-western corner of field No. 117 on the Ordnance Map of Buckinghamshire, scale $\frac{1}{2500}$, sheet No. XXXII, 16, dated 1898, and to substitute therefor a new footpath commencing at the commencement of the portion of the footpath intended to be stopped up, and running thence 2 chains in a north-easterly direction, thence 1 chain in a north-westerly direction, and terminating at the termination of the portion of footpath intended to be stopped up.

In the parish of Kingsley, rural district of Thame, in the county of Oxford—

To stop up and discontinue so much of the footpath leading from Toxhill Farm to Aston Sandford as lies between two points on the said footpath $3\frac{1}{2}$ chains and 5 chains, or thereabouts, respectively, measured in a south-westerly direction along the said footpath from the point where the said footpath crosses the fence dividing fields Nos. 49 and 74 on the Ordnance Map of Oxfordshire, scale $\frac{1}{2500}$, sheet XXXVA, 13, dated 1898, and to substitute therefor a new footpath commencing at the commencement of the portion

of the footpath intended to be stopped up, and running thence 1 chain in a south-westerly direction, thence 1 chain in a north-westerly direction, and terminating at the termination of the portion of footpath intended to be stopped up.

To authorize the Great Western and Great Central Committee to purchase, by compulsion or agreement, and to hold lands in the several parishes before mentioned for the purpose of the said intended works, and to confirm any contract or agreement made or to be made for the purchase or acquisition of the said lands, and to enable the said Committee to apply their funds for the purposes aforesaid.

11. To empower the Company, the Midland Company, the Wigan Junction Railways Company, the Great Western and Great Central Committee, and the North Wales and Liverpool Committee, respectively, 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.

12. To vary repeal or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

13. To provide that the Company, the Midland Company, and the North Wales and Liverpool Committee, respectively, shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any existing or authorized or intended railway by a bridge or bridges, or the immediate approaches thereto, except so far as the level of such road or approaches shall be permanently altered.

14. To make provision for the repair of all or any of the new or altered roads, footpaths or highways to be constructed or altered or sanctioned under the authority of the intended Act by the same persons and by the same means as other roads, footpaths or highways in the parishes or places within which the new or altered roads, footpaths or highways respectively will be situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act, and the intended Act will or may confirm any contract or agreement which may already have been or which at any time hereafter may be entered into for or in relation to any of the matters aforesaid.

15. To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, footpaths, ways, courts, alleys and passages or portions thereof which are proposed to be stopped up, discontinued or diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and for vesting the site and soil of such roads, footpaths, ways, courts, alleys and passages or portions thereof in the Company, the Midland Company, the Wigan Junction Railways Company, the Great Western and Great Central Committee, or the North Wales and Liverpool Committee exercising the powers of the intended Act.

16. To extend the time limited by the Great Central Railway Act, 1900 (hereinafter called "the

Act of 1900") for the compulsory purchase of lands for railways, widenings and other works authorized by and described in section 5 of that Act; for the compulsory purchase of the lands required for the diversion of footpaths authorized by section 17 of that Act; and for the compulsory purchase of the additional lands authorized by and described in section 18 of that Act.

17. To extend the time limited by the Act of 1900 for compulsory purchase of lands required by the Wrexham, Mold and Connah's Quay Railway Company for the diversion of the road authorized by and described in section 43 of the Act of 1900.

18. To extend the time limited by the Act of 1900 for the completion of the works authorized by and described in sub-sections 8 and 9 of section 4 of the Manchester, Sheffield and Lincolnshire Railway (Additional Powers) Act, 1883.

19. To extend the time limited by the Great Central Railway Act, 1901 (hereinafter called "the Act of 1901"); for the completion of the widening and improvement of the main line of the Company between Gorton and Hyde Junction, authorized by the Manchester, Sheffield and Lincolnshire Railway (Additional Powers) Act, 1866, and described in sub-section 1 of section 4 thereof.

20. To extend the time limited by the Act of 1901 for the compulsory purchase of lands for, and for the completion of, the Railways 2, 3, 4 and 5 authorized by and described in section 5 of the Manchester, Sheffield and Lincolnshire Railway (New Railways) Act, 1888.

21. To extend the time limited by the Act of 1901 for the compulsory purchase of lands for, and for the completion of, the Railway No. 1 authorized by and described in section 5 of the Great Central Railway Act, 1898 (hereinafter called "the Act of 1898"), 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.

22. To extend the time limited by the Act of 1901 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, authorized by the Act of 1898.

23. To extend the time limited by the Act of 1901 for the completion of the railways authorized 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 authorized by the Wirral Railway Act, 1884, and the Wirral Railway Act, 1888.

24. To extend the time limited by the Act of 1900 for the sale of all or any of the superfluous lands of the Company, and to confer upon the 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 Act.

25. To extend the time for the sale by the Company of all or any lands acquired or held by them which are not now but eventually may be required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands; to enable the Company to retain, sell or dispose of the lands which have been acquired by them, or some part or parts thereof for building or other purposes, or to grant building or other leases of the said lands

or any part or parts thereof, or to dispose of, lease or let the said lands or any part or parts thereof, on ground rents, chief rents or otherwise, and at such rent and upon such terms and conditions as the Company may think proper, and so far as is necessary to alter, amend and extend the provisions of the Lands Clauses Acts with reference to the sale of superfluous lands, and the provisions of the Manchester, Sheffield and Lincolnshire Railway (Extension to London, &c.) Act, 1893, and any other special or general Act or Acts relating to the Company which may be inconsistent with the provisions of the intended Act.

26. To authorize and provide for the establishment of a pension fund for officers and servants of the Company, and their widows and orphans, or such of them as may be defined in the intended Act.

(a) To prescribe the amount of pensions or allowances to be paid and other payments to be made out of the pension fund, and to declare and define the persons, or class or classes of persons, who shall be or be entitled to become subscribers to the pension fund, and the contributions to be made by such persons and by the Company respectively.

(b) To repeal or alter any of the provisions of the Railway Clearing System Superannuation Fund Acts, 1873 to 1897, and the general rules and supplemental rules made thereunder with respect to the superannuation fund established under those Acts, and to provide for the transfer from the superannuation fund constituted by those Acts to the pension fund to be constituted by the intended Act of such sums as represent the interest of the officers and servants of the Company in such superannuation fund.

(c) To empower the Company to hold as a loan bearing interest any moneys of the pension fund, and also any accumulations of the pension fund subsequently accruing, and to pay interest thereon, and also to provide that when the pension fund has reached a sum to be fixed by the intended Act the Company shall not be liable to pay interest on any accumulations in excess of that sum.

(d) To provide for the establishment of a managing committee of the pension fund (hereinafter referred to as "the Committee"), to consist of directors, officers and servants of the Company, and to make provision with respect to the nomination and retirement of members of the Committee.

(e) To make provision with respect to the election of delegates or persons to represent the interests of any class or classes of contributors to the pension fund, as to the holding of general and other meetings of such delegates or representatives, and as to the auditing of the accounts of the pension fund.

(f) To authorize the making of rules and regulations, or to provide in the intended Act rules or regulations for the government of the pension fund.

(g) To empower the Committee, with the consent of the directors of the Company, to rescind, alter or add to any such rules or regulations, and to vary or modify the conditions on which any then present or future subscribers to the pension fund may be entitled to participate in the benefits to be derived therefrom.

(h) To make provision as to the procedure of the Committee, the appointment and remuneration of the officers, and the keeping of books of account.

(i) To make provision as to pensions or allowances to the representatives of deceased members of the pension fund, or to members who may be

or may have become incompetent to give a valid discharge for the same, and the method of payment in such cases, and for the due application of any moneys so paid.

27. To make provision for the appointment of special constables to act within, upon and near to all or any of the railways, canals, stations and works of the Company, with all the powers, protections and privileges by law attaching to constables.

28. To make further and more effectual provision for the prevention of trespass upon the railways, stations, works and navigations belonging to or leased or worked by the Company, by the imposition of penalties or otherwise as may be provided by the intended Act upon persons who may trespass upon such railways, stations, works or navigations, and to vest in the Company and their officers and servants more effectual and immediate powers for the prevention of persons so trespassing.

29. To authorize the Company, notwithstanding the provisions of section 48 of the Railways Clauses Consolidation Act, 1845, to run trains at a greater speed than four miles an hour over any level crossing where such crossing may be, at, near or adjoining any station of the Company.

30. To empower the Company, the Midland Company, and the North Wales and Liverpool Committee to levy tolls, rates and charges upon or in respect of the said intended railways and works, and also for the use of the other works, conveniences and accommodation connected with all or any of the said intended railways and works, or to be authorized by the intended Act respectively applicable to them; to alter existing tolls, rates and charges; and to confer, vary or extinguish exemptions from the payment of tolls, rates and charges.

31. To empower the Company, the Midland Company, and the North Wales and Liverpool Committee, for the purposes of the intended Act respectively applicable to them, to apply any capital or funds now belonging to them, or which they are authorized to raise.

32. To empower the Company and the North Wales and Liverpool Committee, for the purposes of the intended Act applicable to them respectively, and the general purposes of their undertakings respectively, 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.

33. 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 Vict., cap. 81, and all other Acts relating to the 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 Great Western and Great Central Railway Companies Act, 1899, and all other Acts relating to the Great Western and Great Central Railway Companies Joint Committee; the Shireoaks, Loughton and Maltby Railway Act, 1901, and any other Act relating to the railway authorized by that Act; the Wigan Junction Railways Act, 1874, and all other Acts relating to the Wigan Junction Railways Company.

34. And notice is hereby further given, that

maps, plans and sections of the railways and works proposed to be authorized 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 29th day of November instant, for public inspection, as follows (that is to say):—

County of Bucks, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Aylesbury.

County of Chester, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Chester.

County of Lancaster, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Preston.

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 London, as relates to lands in that county, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell Green.

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.

County of Nottingham, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Nottingham.

County of Oxford, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Oxford.

County of Warwick, as relates to lands and works in that county, with the Clerk of the Peace for that county, at his office at Leamington.

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.

35. 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 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 29th day of November instant, be deposited for public inspection as follows:—

As relates to any metropolitan 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.

36. Any parish named in this Notice which is not stated to be in a metropolitan 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.

37. 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.

38. Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1902.

D. H. DAVIES, Marylebone Station, London,
and Manchester, Solicitor for the Bill.

MARTIN and LESLIE, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1903.

MIDLAND RAILWAY.

(Railways, Widening of Railways, Footpaths and other Works and Additional Lands and Powers in Counties of York (West Riding), Chester, Derby, Leicester, Nottingham, Rutland, Northampton, Soke of Peterborough, Warwick, and Gloucester; Powers to Norfolk and Suffolk Joint Railways Committee to acquire Lands in the County of Norfolk; Powers to Midland and Great Northern Railways Joint Committee to acquire Lands in County of Norfolk; Extension of Time for Purchase of Lands for and Construction of New Road at Dewsbury; Extension of Time for Completion of Cromer and Mundesley Railway, and Revival of Powers for Purchase of Lands by the Norfolk and Suffolk Joint Railways Committee; Extension of Time for the Purchase of Lands by the Midland and Great Northern Railways Joint Committee; Extension of Time for Sale of Superfluous Lands; Contributions to Midland Railway Friendly Society; Additional Capital and Application of Funds by Company; Application of Funds by Great Eastern and Great Northern Railway Companies, and by Committees; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Midland Railway Company (in this Notice called "the Company") for an act for the following purposes, or some of them (that is to say):—

[In this Notice any township or other place for which a separate poor rate is or can be levied, or for which a separate overseer is or can be appointed, is referred to as a parish.]

To empower the Company to make and maintain the railways and widenings of railways and other works hereinafter described, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):—

A railway (to be called the Dewsbury Goods Branch Deviation) wholly situate in the parish and urban district of Thornhill, in the West Riding of the county of York, commencing by a junction with Railway No. 4, authorized by the Midland Railway (West Riding Lines) Act, 1898, in a field numbered 233 in the said parish and urban district on the plans deposited for the purposes of the said Act at the office of the Clerk of the Peace for the West Riding of the county of York, at a point 12 chains or thereabouts measured in a north-westerly direction from the point of crossing by the said authorized railway of the Lancashire and Yorkshire Railway Company's line from Normanton to Manchester, as shown on the said plans,

and terminating at a point at or near the south-west corner of the football ground numbered 47 in the said parish and urban district on the plans deposited for the purposes of the Midland Railway Act, 1900, with the Clerk of the Peace for the West Riding of the county of York.

And to empower the Company to abandon and relinquish the construction of so much of the Dewsbury Goods Branch authorized by the last-mentioned Act as may be rendered unnecessary by the construction of the said intended deviation railway.

A railway (to be called the Park-lane Branch) wholly situate in the parish of Aston-cum-Aughton, in the West Riding of the county of York, commencing by a junction with the Company's Beighton Curve, at a point thereon 2 chains or thereabouts measured in a northerly direction from the bridge carrying that railway over Wragg-lane, and terminating at a point 8 chains or thereabouts measured in a north-easterly direction from a point on the Midland main line 7 chains north of the bridge carrying Park-lane over that railway;

A railway (to be called the Miller's Dale Loop) situate wholly in the county of Derby, commencing in the parish of Taddington by a junction with the Company's railway from Ambergate to Manchester at a point 19 chains or thereabouts measured in an easterly direction from the eastern end of the platform at Miller's Dale Station, and terminating in the parish of Wormhill by a junction with the same railway at a point 9 chains or thereabouts measured in a westerly direction from the western end of the platform at the said station;

A widening of the Company's railway from Leeds to Bradford (to be called the Armley and Calverley Widening) situate wholly in the West Riding of the county of York, commencing in the parish of Armley, in the city and county borough of Leeds, at a point 4 chains or thereabouts measured in a south-easterly direction from the south-east end of the platform at Armley Station on the said railway, and terminating in the parish and urban district of Calverley at a point 36 chains or thereabouts measured in a north-westerly direction from the north-west end of the platform at Calverley and Rodley Station on the said railway, which said intended widening will be situate in the parishes and areas following or some of them (that is to say): the parishes of Armley, Wortley, Bramley, and Headingley, in the city and county borough of Leeds, and in the parishes and urban districts of Horsforth and Calverley.

To sanction and authorize the construction and maintenance by the Company of and to make part of the Undertaking of the Company the railway next hereinafter described:—

A railway (called the Oxcroft Colliery Branch) situate wholly in the county of Derby, commencing in the parish of Staveley by a junction with the Company's Clowne Branch at a point thereon 20 chains or thereabouts, measured in a south-westerly direction from the bridge carrying the public road from Woodthorpe to Bolsover over the said branch and terminating in the parish and urban district of Bolsover at or near the south end of the screens of the Oxcroft Colliery, which said intended railway is situate in the parishes and areas following, or some of them (that is to say), the parishes of Staveley and Clowne and the parish and urban district of Bolsover.

Two widenings of the Company's railway from Syston to Peterborough, to be called the Melton and Saxby Widenings, wholly situate in the county of Leicester, viz.:

No. 1, commencing in the parish and urban district of Melton Mowbray at or near the bridge carrying the public road over the said railway at the east end of Melton Mowbray Station, and terminating in the parish of Burton Lazars at a point 50 chains or thereabouts east of the said bridge;

No. 2, commencing at the said last-mentioned point and terminating in the parish of Saxby, in the rural district of Melton Mowbray, at a point 9 chains or thereabouts measured in a south-easterly direction from the booking office of Saxby Station, which said intended widenings will be situate in the parishes, urban district, and areas following or some of them (that is to say): the parish and urban district of Melton Mowbray and the parish of Burton Lazars and the parishes of Thorpe Arnold and Wyfordby with Brentingby Freeby and Saxby in the rural district of Melton Mowbray.

To extend the time limited by the Midland Railway Act, 1900, for the purchase of lands for and for the execution of the works of the new road in connection with the Dewsbury Goods Branch by that Act authorized.

To empower the Company to purchase, by compulsion or agreement, and to hold lands (in which term in this Notice houses and buildings are included) for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal wharf, depôt, mineral goods and other accommodation, and for providing accommodation for persons belonging to the labouring classes who may be displaced under the powers of the intended Act, and for other purposes connected with their Undertaking the lands following or some of them (that is to say):

In the West Riding of the county of York:

Lands in the parish of Dent situate on the east side of and adjoining the Company's railway from Settle to Carlisle and north of and near to the Dent Station thereon.

Lands in the parish of Otterburn, in the rural district of Settle, lying on both sides of and adjoining the Company's railway from Hellifield to Skipton 89 chains or thereabouts north of the Bell Busk Station thereon.

In the county of Chester:

Lands in the parish and county borough of Stockport and in the parish of Cheadle, in the urban district of Cheadle and Gatley, lying on the south side of and adjoining the railway of the Cheshire Lines Committee from Liverpool to Stockport between the Cheadle Station thereon and the Stockport Corporation Sewage Works.

In the county of Nottingham:

Lands in the parish and urban district of Beeston lying on both sides of and adjoining the Company's railway from Derby to Nottingham near the Beeston Station thereon.

In the county of Rutland:

Lands in the parish of Ashwell, in the rural district of Oakham, lying on the south-west side of and adjoining the Company's railway from Syston to Peterborough near the Ashwell Station thereon.

Lands in the parish of Oakham lying on the east side of and adjoining the Company's rail-

way from Syston to Peterborough and north of the Cemetery near Oakham Station.

In the county of Northampton and the Soke of Peterborough:

Lands in the parish of Peterborough Within, in the city and borough of Peterborough, lying on the south-west side of and adjoining the Company's railway from Syston to Peterborough near the Company's waggon works and Thorpe-road.

In the county of Leicester:

Lands in the parish and urban district of Ashby-de-la-Zouch lying on the north side of and adjoining the Company's railway from Burton to Melbourne at and near its junction with the Company's railway from Burton to Leicester.

In the county of Warwick:

Lands in the parish of Bolehall and Glascote lying on the east side of and adjoining the Company's railway from Birmingham to Derby and south of and near to the Tamworth Station thereon.

Lands in the parish of Nuneaton, in the urban district of Nuneaton and Chilvers Coton, lying on the south side of and adjoining the Company's railway from Whitacre to Nuneaton and west of and near to the Stockingford Station thereon.

Lands in the parish of Aston, in the city and county borough of Birmingham, lying on the north-west side of and adjoining the Company's railway from Birmingham to Gloucester and on the north side of and adjoining Athole-street.

In the county of Gloucester:

Lands in the parish, city, and county borough of Gloucester, lying on the south side of and adjoining the Company's railway from Birmingham to Bristol and on the north-west side of and adjoining Millbrook-street.

To empower the Norfolk and Suffolk Joint Railways Committee to purchase, by compulsion or agreement, and to hold lands for purposes connected with their Undertaking the lands following or some of them (that is to say):—

In the county of Norfolk:

Lands in the Parish of Mundesley on the east side of and adjoining the Committee's railway station and property at Mundesley.

To empower the Midland and Great Northern Railways Joint Committee to purchase, by compulsion or agreement, and to hold for the purposes of or connected with their Undertaking the lands following or some of them (that is to say):—

In the county of Norfolk:

Lands in the parish of Caister-next-Yarmouth adjoining and on the east side of the railway of the committee from Melton Constable to Great Yarmouth and north of Dinal's Gap.

Lands in the parish and county borough of Great Yarmouth lying on the west side of and adjoining the Committee's Union Line from Yarmouth Beach Station to Fishwharf and between the roads known as Garrison-walk and Rampart-row.

To extend the time limited by the Midland Railway Act, 1900, for the purchase by the Midland and Great Northern Railways Joint Committee of the lands in the county of Norfolk hereinafter referred to which that Committee

were by that Act authorized to acquire (that is to say):—

The lands in the parish of Sheringham;

The lands in the parish of Great Yarmouth between Kitchener-road and the Salisbury-road; and

The lands in the parishes of Great Yarmouth and Gorleston south of and adjoining Breydon Water.

To extend the time limited by the Midland Railway Act, 1899, for the completion of the Cromer and Mundesley Railway except the portions thereof authorized to be deviated, and to revive and extend the powers for the compulsory purchase of such of the lands required for the purposes of the said railway as have not been already acquired.

To authorize the purchase of part only of or of an easement in, over, or under any property which may be required for the purposes of the intended Act without the Company or the Committee purchasing the same being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845:

To vary and extinguish all existing rights and privileges connected with the lands proposed to be purchased or taken or interfered with under the powers of the intended Act, or with the public and other roads, footpaths, and highways proposed to be stopped up and discontinued, or which would in any manner impede or interfere with the purposes of the intended Act or any of them, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all roads, highways, railways, tramways, canals, foreshores, streams, rivers, sewers, watercourses, gas and water pipes, and electric apparatus within or adjoining to the aforesaid parishes or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act, and to vest in the Company or Committee exercising the said powers the site and soil of the portions of roads and highways proposed to be stopped up; and to provide that the Company or Committee shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over the intended railway or widenings by a bridge or bridges, or the immediate approaches thereto, in any case where the levels of such road or approaches shall not be permanently altered.

To authorize the demanding and recovery of tolls, rates and charges for or in respect of the use of the railways, widenings and works authorized by the intended Act, and to alter existing tolls, rates and charges, and to confer exemptions from the payment of tolls, rates, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them which are not, or eventually may not be, required for the purposes of their Undertaking; and to confer further powers on the Company in relation to the said lands, and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company to contribute to the funds of the Midland Railway Friendly Society, and to hold subject to the payment or guarantee of interest any accumulated or surplus funds of that Society.

To empower the Company to raise further capital for all or any of the purposes of the intended Act, and of any other Act of the same Session, and for any other purpose of or connected with any railway belonging to them either alone or jointly with any other company or companies, or otherwise for the general purposes of the Company, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing and by the creation of debenture stock, or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to them, or which they may by any other Act of the ensuing Session be authorized to raise.

To empower the Great Eastern Railway Company, the Great Northern Railway Company, and the several Committees hereinbefore mentioned to apply to any of the purposes of the intended Act in which they are interested any capital or funds belonging to them respectively.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several Acts hereinbefore mentioned, and of the local and personal Acts following, or some of them (that is to say):—

The Act, local and personal, 7 and 8 Vic., cap. 18, and all other Acts relating to the Company;

The Act, local and personal, 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company;

The Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act, 1893, and all other Acts relating to the Midland and Great Northern Railways Joint Committee;

The Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company;

The Great Eastern Railway Company and Midland and Great Northern Railways Joint Committee Act, 1893, and all other Acts relating to the Norfolk and Suffolk Joint Railways Committee.

And notice is hereby further given that maps, plans, and sections relating to the objects of the intended Act and books of reference to such plans, and a copy of the Notice of the intended application to Parliament as published in the London Gazette will on or before the 29th day of November in the present year be deposited for public inspection as follows (that is to say):—

As regards the works and lands in the West Riding of the county of York with the Clerk of the Peace for that Riding at his office at Wakefield. As regards the works and lands in the county of Derby with the Clerk of the Peace for that county at his office at Derby. As regards the lands in the county of Chester with the Clerk of the Peace for that county at his office at Chester. As regards the lands in the county of Nottingham with the Clerk of the Peace for that county at his office at Nottingham. As regards the works and lands in the county of Leicester with the Clerk of the Peace for that county at his office at Leicester. As regards the lands in the county of Warwick with the Clerk of the Peace for that county at his office at Leamington. As regards the lands in the county of Rutland with the Clerk of the Peace for that county at his office at Oakham. As regards the lands in the Soke of Peterborough with the Clerk of the Peace for the Soke at his office at Peterborough. As regards the lands in the county of Northampton with

the Clerk of the Peace for that county at his office at Northampton. As regards the lands in the county of Gloucester with the Clerk of the Peace for that county at his office at Gloucester. As regards the lands in the county of Norfolk with the Clerk of the Peace for that county at his office at Norwich.

And 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 intended works are proposed to be made or lands are situate, together with a copy of the said Notice as published in the London Gazette, will on or before the said 29th day of November be deposited as follows (that is to say):—

As relates to any county borough 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 of such rural district at his office.

Any parish named in this Notice which is not also a county or other borough, or an urban district, or 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.

And notice is hereby further given that copies of the intended Act will on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1902.

BEALE and Co., 28, Great George-street,
Westminster, Solicitors.

SHERWOOD and Co., 7, Great George-street,
Westminster, Parliamentary
Agents.

A Separate Building, duly certified for religious worship, named WESLEYAN CHAPEL, situated at Instow, in the civil parish of Instow, in the county of Devon, in Barnstaple Registration District, was on the fifteenth November, 1902, registered for solemnizing marriages therein, pursuant to 6th and 7th Wm. IV, c. 85.—Dated the 15th November, 1902.

036 W. H. TOLLER, Superintendent Registrar.

A Separate Building, duly certified for religious worship, named WESLEYAN CHAPEL, situated at Landrake, in the civil parish of Landrake, in the county of Cornwall, in St. German's registration district, was on the fifteenth November, 1902, registered for solemnizing marriages therein, pursuant to 6th and 7th Wm. IV, c. 85.—Dated the 17th November, 1902.

FRED WM. CLEVERTON, Superintendent Registrar.

004

A Separate Building, duly certified for religious worship, named WESLEYAN METHODIST CHAPEL, situated at Roystone, in the civil parish of Roystone, in the county of York, West Riding, in Barnsley registration district, was on the seventeenth November, 1902, registered for solemnizing marriages therein, pursuant to 6th and 7th Wm. IV, c. 85.—Dated 18th November, 1902.

091 WM. T. BAMFORTH, Superintendent Registrar.

A Separate Building, duly certified for religious worship, named ST. JOHN'S CHAPEL, situated at Pump-street, Worcester, in the civil parish of Worcester, in the county borough of Worcester, in Worcester registration district, was on the eighteenth November, 1902, registered for solemnizing marriages therein, pursuant to 6th and 7th Wm. IV. c. 83, being substituted for the building named St. John's Chapel, situated at Pump-street, Worcester, now disused.—Dated the 19th November, 1902.

086

A. W. KNOTT, Superintendent Registrar.

Friendly Societies Act, 1896.

Advertisement of Dissolution by Instrument.

NOTICE is hereby given, that the **ASHTED SICK AND DIVIDEND SOCIETY**, Register No. 1,833, held at Ashted Tavern, Ashted-row, Birmingham, in the county of Warwick, is dissolved by Instrument, registered at this office, the 15th day of November, 1902, unless, within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in, or having any claim on, the funds of the Society, to set aside such dissolution, and the same be set aside accordingly.

E. W. BRABROOK, Chief Registrar.

28, Abingdon-street, Westminster,
the 15th day of November, 1902.

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Friendly Societies Act, 1896.

Advertisement of Dissolution by Instrument.

NOTICE is hereby given, that the **PRINCESS ALEXANDRA FRIENDLY SOCIETY**, Register No. 4397, held at 45, Soho-street, Liverpool, in the county of Lancaster, is dissolved by instrument, registered at this office, the 14th day of November, 1902, unless within three months from the date of the Gazette in which this advertisement appears, proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same is set aside accordingly.

E. W. BRABROOK, Chief Registrar.

28, Abingdon-street, Westminster,
the 14th day of November, 1902.

131

Industrial and Provident Societies Act, 1893.

NOTICE is hereby given, that the **MANCHESTER PORTMANTEAU MANUFACTURERS Limited**, Register No. 3,607B, held at 7, York-street, Great Clowes-street, Lower Broughton, Manchester, in the county of Lancaster, is dissolved by Instrument, registered at this office, the 15th day of November, 1902, unless within three months from the date of the Gazette in which this advertisement appears proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same is set aside accordingly.

E. W. BRABROOK, Chief Registrar.

28, Abingdon-street, Westminster,
the 15th day of November, 1902.

130

In the High Court of Justice.—Companies (Winding up).

Liverpool District Registry.

Mr. Justice Byrne.

No. 3 of 1902.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the **MANCHESTER AND LIVERPOOL TRANSPORT COMPANY Limited**.

NOTICE is hereby given that a petition for the winding up of the above named Company by the High Court of Justice was, on the 14th day of November, 1902, presented to the said Court by Alexander Carson, of 8A, Rumford-place, in the city of Liverpool, Commission Merchant, Samuel Rigby Armitage, of Cockledge Mills, Warrington, Manufacturer, and Richard Henry Prestwich, of 13, Marsden-square, in the city of Manchester, Cotton Spinner; and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice, Strand, London, W.C., on the 2nd day of December, 1902; and any creditor or contributory of the said Company desirous to support or oppose the making of an order on the said petition may appear at the time of hearing by himself or his Counsel for that purpose; and a copy of the petition will be

furnished to any creditor or contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.

THORNELLY and CAMERON, 5, Fenwick-street, Liverpool, Solicitors for the Petitioners, whose London Agents are;

Messrs. FIELD, EMERY, ROSCOE, and MEDLEY, of 36, Lincoln's-Inn-Fields, London, W.C.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on, or send by post to the above named, notice in writing of his intention so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the above named not later than six o'clock in the afternoon of the 28th day of November, 1902.

025

In the High Court of Justice.—Companies (Winding-up).

Mr. Justice Byrne.

00806 of 1902.

In the Matter of the Companies Acts, 1862 to 1893, and in the Matter of the **MONARCH MOTOR COMPANY Limited**.

NOTICE is hereby given, that a petition for the winding up of the above named Company by the High Court of Justice, was, on the 18th day of November, 1902, presented to the said Court by Elias Jessurun of the Holme, Walton-on-Thames, Surrey, Merchant, creditor of the said Company; and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice on Tuesday, the 2nd day of December, 1902; and any creditor or contributory of the said Company, desirous to support or oppose the making of an Order on the said petition may appear at the time of hearing by himself, or his Counsel, for that purpose, and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

VALLANCE, BIRKBECK, and BARNARD, Lombard House, George-yard, Lombard-street, E.C., Solicitors for the above named Elias Jessurun.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the above named, notice in writing of his intention to do so. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the above named not later than six o'clock in the afternoon of the 1st day of December, 1902.

152

In the High Court of Justice.—Companies (Winding-up).

Mr. Justice Byrne.

00128 of 1902.

In the Matter of the Companies Acts, 1862 to 1890; and in the Matter of the Joint Stock Companies Arrangement Act, 1870; and in the Matter of the **MANSIONS PROPRIETARY Limited**.

NOTICE is hereby given, that a petition has been presented to the High Court of Justice by Ernest Innis Husey, of No. 2, Coleman-street, in the city of London, Chartered Accountant, the Liquidator in the winding up of the above named Company, and by the said Company that the scheme of arrangement submitted to the meetings held on the 11th of September, 1902, of the First Mortgage Debenture Stock holders and "B" Mortgage Debenture Stock holders, and of the unsecured creditors of the said Company may be sanctioned by the said Court so to be binding on all the Debenture holders and creditors of the company and on the said Liquidator. And that the said petition has been directed to be heard before the Court sitting on Tuesday, the 25th day of November, 1902, and that any of the said Debenture Stock holders or creditors desirous to oppose the making of an Order to confirm the said scheme of arrangement should appear at the time of hearing by himself, or his Counsel, for that purpose; and that a copy of the petition will be furnished to any person entitled to the same by the undersigned, on payment of the regulated charge for the same.—Dated this 18th day of November, 1902.

S. J. R. STAMMERS, Bevois House, 27 and 28, Basinghall-street, London, E.C., Solicitor for the Petitioners.

134

In the High Court of Justice.—Companies (Winding-up).
Mr. Justice Byrne.
No. 00307 of 1902.

In the Matter of the Companies Acts, 1862 to 1893, and
in the Matter of the BRITISH MOTOR TRACTION
COMPANY Limited.

NOTICE is hereby given, that a petition for the winding up of the above named Company by the High Court of Justice was, on the 18th day of November, 1902, presented to the said Court by the Holborn Viaduct Land Company Limited; and that the said petition is directed to be heard before the Court sitting at the Royal Courts of Justice, Strand, London, on Tuesday, the 2nd day of December, 1902; and any creditor or contributory of the said Company desirous to support or oppose the making of an Order on the said petition may appear at the time of hearing, by himself or his Counsel, for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said British Motor Traction Company Limited, requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated 20th November, 1902.

BAKER, BLAKER, and HAWES, 117, Cannon-street, London, Solicitors for the Petitioners.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the above named, notice of his intention, in writing, so to do. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any), and must be served, or, if posted, must be sent by post in sufficient time to reach the above named not later than 6 o'clock in the afternoon of the 1st of December, 1902.

In the High Court of Justice.—Companies (Winding up).
Mr. Justice Byrne.
00299 of 1902.

In the Matter of the Companies Acts, 1862 to 1900; and in the Matter of the Joint Stock Companies Arrangement Act, 1870; and in the Matter of the RIVER PLATE ELECTRIC LIGHT AND TRACTION COMPANY Limited.

NOTICE is hereby given, that Mr. Registrar Hood has, by an Order of the 18th November, 1902, directed a Meeting of the unsecured creditors of the above named Company to be convened for the purpose of considering, and, if thought fit, approving a scheme of arrangement proposed to be made between such unsecured creditors and the Company, and such Meeting will be held at the registered office of the Company, No. 78, Coleman-street, in the city of London, on Friday, the 29th day of November, 1902, at twelve o'clock noon, at which time and place the unsecured creditors of the above named Company are requested to attend. A copy of the said scheme can be seen by any unsecured creditor of the said Company at the office of Messrs. Ashurst, Morris, Crisp and Co., 17, Throgmorton-avenue, in the city of London, Solicitors for the voluntary Liquidator. The Court has appointed William Thomas Western, the voluntary Liquidator of the said Company, to act as Chairman of the said Meeting. Unsecured creditors unable to attend the said Meeting can vote by proxy, a form of which can be obtained from the Solicitors for the voluntary Liquidator at the office aforesaid.—Dated this 18th day of November, 1902.

ASHURST, MORRIS, CRISP and CO., Solicitors
for the Applicant, upon whose application the
Order above mentioned was made.

In the High Court of Justice.—Chancery Division.
Mr. Justice Byrne.
1902. M 0121.

In the Matter of the MALDON BARGE INSURANCE COMPANY Limited; and in the Matter of the Companies (Memorandum of Association) Act, 1890.

NOTICE is hereby given, that a petition presented to the High Court of Justice (Chancery Division) on the 11th October, 1902, for confirming a special resolution passed at an extraordinary general meeting of the said Company held on the 25th day of August, 1902, and confirmed on the 22nd day of September, 1902. "That application be made by the Company to a court of competent jurisdiction in that behalf for leave to alter the memorandum of association of the Company to the extent and in the manner following, that is to say—to add at the end of sub-clause 1 of clause 3 of the said memorandum of association and after the word 'interested' the words 'in respect only of damage done to

or sustained by such barges.' To add at the end of sub-clause 2 of the said clause 3 and after the words 'in this Company' the words 'in respect only of damage done to or sustained by such barges.' And that the memorandum of association of the Company be altered in the manner hereinbefore stated or as the Court shall or may order or direct," is directed to be heard before His Lordship Mr. Justice Byrne, on Saturday the 13th day of December, 1902. Any creditor or member desiring to oppose the making of an order altering the provisions of the memorandum of association of the said Company under the above Act should appear at the time of hearing by himself or his counsel for that purpose. A copy of the petition will be furnished to any such person requiring the same by the undersigned Solicitors on payment of the regulated charge for the same.—Dated the 17th day of November, 1902.

RICHARD WHITE, Master.

J. A. and H. E. FARMFIELD, 90, Lower Thames-street, London, E.C., Solicitors for the Company.

In the High Court of Justice.—Chancery Division.
Mr. Justice Buckley.

(No. 00261 of 1902.)

In the Matter of the BRAZILIAN EXTRACT OF MEAT AND HIDE FACTORY Limited and Reduced; and in the Matter of the Companies Act, 1867, and in the Matter of the Companies Act, 1877.

NOTICE is hereby given, that a petition presented to the High Court of Justice (Chancery Division) on the 6th day of October, 1902, for confirming a special resolution reducing the capital of the above mentioned Company from £200,000 to £115,564 is directed to be heard before His Lordship Mr. Justice Byrne, sitting for His Lordship Mr. Justice Buckley, on the 9th day of December, 1902. Any creditor or shareholder of the Company desiring to oppose the making of an Order for the reduction of the capital of the said Company under the above Acts should appear at the time of hearing by himself, or his Counsel, for that purpose; and a copy of the petition will be furnished to any creditor or shareholder of the Company requiring the same by the undersigned on payment of the regulated charges for the same.—Dated this 20th day of November, 1902.

ASHURST, MORRIS, CRISP, and CO, 17,
Throgmorton-avenue, London, E.C., Solicitors
to the above named Company.

In the Chancery of the County Palatine of Lancaster.—
Manchester District.

1902. Letter P. No. 263.

In the Matter of the Companies Acts, 1862 to 1900; and in the Matter of the Chancery of Lancaster Acts, 1850 to 1890; and in the Matter of the PHOENIX BREWERY COMPANY Limited.

BY an Order made by the Vice-Chancellor of the County Palatine of Lancaster in the above matter, dated the 10th day of November, 1902, upon the petition of George Greenhaugh, of 80, Spotland-road, Rochdale, in the county of Lancaster, Wine and Spirit Merchant, a creditor of the above named Company, it was ordered that the voluntary winding up of the said Phoenix Brewery Company Limited be continued, but subject to the supervision of this Court, and any of the proceedings under the said voluntary winding up might be adopted as the Court should think fit; and it was ordered that no bills of cost, charges, or expenses or special remuneration of any Solicitor employed by the Liquidators of the said Company, or any remuneration, charges, or expenses of such Liquidators, or of any manager, accountant, auctioneer, broker, or other person, be paid out of the assets of the said Company, unless such costs, charges, expenses, or remuneration should have been taxed or allowed by the Registrar; and it was ordered that all such costs, charges, expenses, and remuneration be taxed and ascertained by the Registrar accordingly; and it was ordered that it be referred to the Registrar to tax the petitioner of the said Company and William Nabb and George Francis Travis, as Liquidators thereof, and William Ashton, Walter Ashton, and Joshua Glover, creditors of the said Company, supporting a supervision order their costs of the said petition, and that such costs when taxed be paid out of the assets of the said Company; and the creditors, contributories, and Liquidators of the said Company, and all other persons interested, were to be at liberty to apply as there might be occasion.—Dated this 17th day of November, 1902.

STANDRING, TAYLOR, and CO., 1, King-street,
Rochdale, Solicitors for the said Petitioner.

In the Matter of the VANCOUVER LAND AND SECURITIES CORPORATION Limited and Reduced; and in the Matter of the Companies Act, 1867.

NOTICE is hereby given, that a petition presented to the High Court of Justice, Chancery Division, Mr. Justice Joyce, on the 28th day of December, 1901, for confirming a resolution reducing the capital of the above Company from £500,000 to £91,502 1s. 0d. is directed to be heard before the Honourable Mr. Justice Kekewich, on the 2nd day of December, 1902.—Dated this 19th day of November, 1902.

JAKUES and CO., of Ely-place, London, E.C.;
Agents for
HALL and CO., of Huddersfield, Yorkshire, Solicitors for the Company.

122

BAKER STREET and WATERLOO RAILWAY COMPANY.

WHEREAS Percival Richard Wilson, late of 5, Margaret-street, London, W., is the registered holder of two hundred ordinary shares numbered 23743 to 23942 in this Company, and is in arrear of calls to the amount of nine pounds per share, and his present address is not known to the Company, notice is hereby given to the said Percival Richard Wilson that the directors of the said Company in pursuance of the provisions in that behalf contained in the Companies Clauses Act, 1845, intend after the expiration of 21 days from the date hereof to declare the said shares forfeited.

By order, E. B. READ, Secretary.
Secretary's Office, Hamilton House, Victoria Embankment, E.C., 21st November, 1902.

135

UNIVERSAL LIFE ASSURANCE SOCIETY.

NOTICE is hereby given, that the transfer of the Society's business to the North British and Mercantile Insurance Company being now complete, the Directors propose to distribute the balance of assets remaining, the property of the Members. Particulars of any outstanding claims against the Society must be rendered to the Secretary, at No. 61, Threadneedle-street, E.C., on or before the 26th November instant.

By order of the Board,
G. F. HARDY, Actuary and Secretary.

157

The Companies Acts, 1862 to 1900.

In the Matter of E. ALDRED AND SON Limited.
AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at the registered offices of the Company, 45, Abingdon-street, Blackpool, on the 30th day of October, 1902, the following Extraordinary Resolutions were duly passed:—

That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.

That Mr. Nigel Roberts Dickinson, of Central-buildings, Huddersfield, Chartered Accountant, be, and is hereby appointed Liquidator for the purpose of such winding up.

Dated this 16th day of November, 1902.

014

WM. WILDMAN, Chairman.

In the Matter of the Companies Acts, 1862 to 1900; and in the Matter of the MILLAR LOOM COMPANY Limited.

AT an Extraordinary General Meeting of the above named Company, duly convened, and held at 40, Threadneedle-street, in the city of London, on Tuesday, the 11th day of November, 1902, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily, and that Robert Amrye Watson, of 40, Threadneedle-street, London, E.C., be and he is hereby appointed Liquidator for the purposes of such winding up."

005

GEORGE A. LOCKETT, Chairman.

In the Matter of the WORKINGTON AND DISTRICT LIBERAL CLUB Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at the offices of the Company, in Pow-street, Workington, on Tuesday, the eighteenth day of November, one thousand nine hundred and two, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company, by reason of its liabilities,

is unable to continue its business, and that it is advisable to wind up the same. And accordingly that the Company be wound up voluntarily, and that John Armstrong, of Workington afore-said, Accountant, be and he is hereby appointed Liquidator for the purposes of such winding up."

Dated this eighteenth day of November, 1902.

018

J. M. PERRY, Chairman.

RICHARD MILLS AND COMPANY (BRIERLEY HILL) Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at the offices of Messrs. W. Shakespeare and Co., Solicitors, 83, Colmore-row, Birmingham, on Monday, the 17th day of November, 1902, the following Extraordinary Resolutions were duly passed:—

Resolutions.—1. That it has been proved to the satisfaction of the Company that it cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the same be wound up accordingly.

2. That Mr. Duncan Edward Campbell, of Wolverhampton, in the county of Stafford, Accountant, be appointed Liquidator for the purpose of winding up the affairs of the Company.

CHARLES F. MILLS, Chairman and Director
of the Company.

019

The PLYMOUTH STEAM TRAWLING COMPANY Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at the registered office of the Company, 36, Southside-street, Plymouth, on the 4th day of September, 1902, the following Extraordinary Resolutions were duly passed:—

1. That it has been proved to the satisfaction of the Company that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.

2. That Mr. W. Luxon be the Liquidator.

041

O. J. H. DAVIS, Chairman.

In the Matter of the CITY OF GLOUCESTER TRAMWAYS COMPANY Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened, and held at Clare-street House, Clare-street, Bristol, on the twentieth day of October, one thousand nine hundred and two, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place on the twelfth day of November, one thousand nine hundred and two, the following Special Resolutions were duly confirmed, viz.:—

1. That the Company be wound up voluntarily.

2. That Mr. Samuel White, of Clare-street House, Clare-street, Bristol, the Managing Director of the Company, be appointed Liquidator for the purpose of winding up the affairs of the Company.

SAM. WHITE, Chairman of both Meetings.

Clare-street House, Bristol,

044

18th November, 1902.

The SALTER TYPEWRITER SYNDICATE, Limited.

AT Extraordinary General Meetings of the above named Company, duly convened and held on October 6th and October 31st, 1902, the following resolutions were respectively passed and confirmed:—

(1.) That it is desirable to reconstruct this Company, and accordingly that this Company be wound up voluntarily, and that Mr. Paul Theys, of 7, Newgate-street, E.C., be and he is hereby appointed the Liquidator of the Company for the purpose of such winding up at a remuneration to be subsequently fixed by the shareholder in general meeting.

(2.) That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company bearing the same name as this Company, or some other to be approved by him having a Memorandum and Articles of Association, which have already been prepared with the privity and approval of the Directors of this Company, with such modifications as they may deem expedient.

(3.) That the said Liquidator be and he is hereby authorized to enter into and carry into effect with such modifications as he may deem expedient, a provisional agreement between this Company of the one part and a trustee on behalf of the said other Company of the other part, with such alterations as may be necessary to carry out the scheme of reconstruction as approved at the said Meeting.

Dated November 18, 1902.

033

G. R. MAY, Chairman.

Special Resolutions of the GENERAL STEAM NAVIGATION COMPANY, Limited.

Passed 3rd November, 1902.
Confirmed 20th November, 1902.

(Pursuant to Section 51 of the Companies Act, 1862.)
Filed with the Registrar of Joint Stock Companies, 21st November, 1902.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened, and held at the Cannon-street Hotel, Cannon-street, in the city of London, on the 3rd day of November, 1902, having been adjourned from the 23rd day of October, 1902, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place on the 20th day of November, 1902, the said Special Resolutions were duly confirmed, viz.:-

1. "That it is desirable to reconstruct the Company upon the terms and in the manner set forth in the draft scheme of arrangement which has been modified to accord with the amendment passed at the Extraordinary General Meeting held on the 23rd day of October, 1902, and under which it is proposed to sell and transfer the undertaking and assets of the Company, upon the terms appearing in a draft agreement contained in the schedule to the said draft scheme, to a new Company which has been or is shortly about to be formed bearing the same name as that of this Company, and that the said scheme should, if possible, be carried into effect, and that all necessary steps be taken with that object."

2. "That the Company be wound up voluntarily, and that Richard White, Esq., Captain H. B. Hooper, and Charles Henry Glyn, Esq., be and they are hereby appointed Liquidators of the Company for the purposes of such winding up." RICHD. WHITE, Chairman.

BOMPAS, BISCHOFF, DODGSON, COXE,
and BOMPAS, 4, Great Winchester-street,
Solicitors.

080

In the Matter of the Companies Acts, 1862 to 1900, and of the EXPRESS ROTARY COOLER SYNDICATE Limited.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held at 11, Lord-street, Huddersfield, in the county of York, on Wednesday, the 19th day of November, 1902, the following Extraordinary Resolution was duly passed:-

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."

And at the same Meeting Mr. George Henry Thackray, of 11, Lord-street, Huddersfield aforesaid, was appointed Liquidator for the purposes of such winding up. - Dated this 19th day of November, 1902.

149

J. C. BROADBENT, Chairman.

The DERBY RIFLE DRILL HALL COMPANY Limited.

AT an Extraordinary General Meeting of the above named Company, duly convened and held at 40, St. Mary's-gate, in the borough of Derby, on Friday, the 24th day of October, 1902, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at the same place on the 14th day of November, 1902, the following Resolution was duly confirmed:-

Resolution.—"That the Company be wound up voluntarily, and that John Timms, of Derby, Chartered Accountant, be and he is hereby appointed Liquidator for the purposes of such winding up."

Dated the 14th day of November, 1902.

123

W. WRIGHT BEMROSE, Chairman.

In the Matter of the C. C. SYNDICATE, Limited.
(In Liquidation.)

AT an Extraordinary General Meeting of the Members of the above named Syndicate, duly convened and held at the registered offices of the Syndicate, at 11, St. Helen's-place, London, E.C., on the sixteenth day of October, 1902, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Syndicate, also duly convened and held at the same place on the sixth day of November, 1902, the following Special Resolution was duly confirmed, viz.:-

Resolution.—"That the Syndicate be wound up voluntarily, and that Mr. E. de Rodakowski, of 11, St. Helen's-place, in the city of London, be and he is hereby appointed Liquidator for the purposes of such winding up, without remuneration."

Dated the 15th day of November, 1902.

100

E. DE RODAKOWSKI, Liquidator.

Extraordinary Resolution.

(Pursuant to section 129, sub-section 3, of the Companies Act, 1862.)

The TARARU CREEK GOLD MINING COMPANY Limited.

Passed 12th November, 1902.

AT an Extraordinary General Meeting of the Tararu Creek Gold Mining Company, Limited, duly convened and held at the registered offices of the Company, Dashwood House, New Broad-street, in the city of London, on Wednesday, the 12th day of November, 1902, the subjoined Extraordinary Resolution was duly passed:-

Resolution.—"It having been proved to the satisfaction of the Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same: Resolved—That the Tararu Creek Gold Mining Company Limited be wound up voluntarily accordingly, and that Arthur John Markwell, of 100, Dashwood House, New Broad-street, in the city of London, be and he is hereby appointed Liquidator for the purpose of such winding up."

141

GEO. H. STAYTON, Chairman.

In the Matter of the BRIGHTON AND HOVE CO-OPERATIVE SUPPLY ASSOCIATION Limited.

AT an Extraordinary General Meeting of the Members of the above named Company, duly convened and held at the Town Hall, Hove, on the 30th day of October, 1902, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened, and held at Palmeira House, Hove, on the 15th day of November, 1902, the said Special Resolutions were duly confirmed:-

(1) That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that Frank Lupton Carter, of 195, Church-road, Hove, Incorporated Accountant, be and he is hereby appointed Liquidator for the purposes of such winding up, and that he shall receive as remuneration a sum of fifty guineas, together with any further sum that may be agreed upon by the shareholders at the passing of the Liquidator's final accounts; and that Albert Parks-Smith, of 18, Selborne-road, Hove, William Wellington Sandeman, of 1, Denmark-terrace, Brighton, and Edward Eager, of 17, Wilbury-road, Hove, be and they are hereby appointed a committee of inspection.

(2) That the said Liquidator be and he is hereby authorized to consent to the registration of a new Company, to be named the Brighton and Hove Supply Association Limited, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the directors of this Company.

(3) That the draft agreement submitted to this Meeting and expressed to be made between this Company and its Liquidator of the one part, and the Brighton and Hove Supply Association Limited of the other part, be and the same is hereby approved, and that the said Liquidator be and he is hereby authorized, pursuant to section 161 of the Companies Act, 1862, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he, with the approval of a majority of the said committee of inspection, may think expedient.

Dated 18th November, 1902.

A. PARKS-SMITH, Chairman.

102

C. W. R. GELL-WOOLLEY, 3, Pavilion-parade
Brighton, Solicitor.

In the Matter of the Companies Acts, 1862 to 1900, and in the Matter of the MILLAR LOOM COMPANY Limited.

I the undersigned, Robert Amrye Watson, the Liquidator of the above named Company, hereby give notice, that the creditors of the above named Company are required, on or before the twenty-first day of January, 1903, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to me at 40, Threadneedle-street, London, E.C., and, if so required, by notice in writing from me are, by their Solicitors or personally, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 19th day of November, 1902.

156

ROBERT A. WATSON, Liquidator.

In the Matter of DUKE AND GREEN Limited.
AT an Extraordinary General Meeting of the above named Company duly convened and held at the registered offices of the Company, West Bar-green, Sheffield, on the 31st day of October, 1902, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the above named Company, also duly convened, and held at the same place on the 17th day of November, 1902, the following resolution was duly confirmed:—

That the Company be wound up voluntarily, and that Horace Cawood, of 68, Eyre-street, Sheffield, Chartered Accountant, be and he is hereby appointed Liquidator for the purposes of such winding up.

Dated this eighteenth day of November, 1902.

ARNOLD SLATER, Bank-street, Sheffield, Solicitor in the above matter.

077

In the Matter of OGDEN'S Limited.
NOTICE is hereby given, that the creditors of the above named Company are required, on or before the 7th day of January, 1903, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to the undersigned, Joseph Hood, of 41, Castle-street, Liverpool, Solicitors, the Liquidator of the said Company; and, if so required, by notice in writing from me, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 18th day of November, 1902.

JOSEPH HOOD, 41, Castle-street, Liverpool.

031

In the Matter of the Companies Acts, 1862 to 1898, and in the Matter of the MOSS SIDE AND DISTRICT CONSERVATIVE CLUB, Limited.

THE creditors of the above named Company are required, on or before the 9th day of December, 1902, to send their names and addresses, and the particulars of their debts and claims, and the names and addresses of their Solicitors (if any) to Albert Grierson, Chartered Accountant, 18, Booth-street, Moseley-street, Manchester, the Liquidator of the said Company; and, if required, by notice in writing from the said Liquidator, are, by their Solicitors or personally, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 18th day of November, 1902.

ALBERT GRIERSON, Liquidator.

064

In the Matter of the LONDON MERCANTILE ASSOCIATION, Limited.

NOTICE is hereby given, that the creditors of the above named Company are required, on or before the 3rd day of January, 1903, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to George John Hakewill, of 24, Austin Friars, in the city of London, one of the Liquidators of the said Company; and, if so required, by notice, in writing, from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 19th day of November, 1902.

PARKER and RICHARDSON, 60, New Broad-street, London, E.C., Solicitors to the Liquidators.

082

In the Matter of the Companies Acts, 1862 to 1898; and in the Matter of the GLOBE MINERALS EXPLORATION COMPANY Limited.

NOTICE is hereby given, that the creditors of the above named Company are required, on or before the 13th day of January, 1903, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to Thomas William Carr, of 110, Cannon-street, London, E.C., the Liquidator of the said Company; and, if so required, by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 18th day of November, 1902.

THORNE and WELSFORD, 17, Gracechurch-street, London, E.C., Solicitors for the said Liquidator.

142

A. O. L. SYNDICATE Limited.

NOTICE is hereby given, that the creditors of the above named Company are required, on or before the 2nd day of January, 1903, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the undersigned, Augustus Edwin Hibberd (Hibberd, Bull, and Co.), of 30, Coleman-street, London, E.C., the Liquidator of the said Company; and, if required, by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts or claims, at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated the 19th day of November, 1902.

139

A. E. HIBBERD, Liquidator.

In the Matter of the C. C. SYNDICATE Limited.
 (In Liquidation.)

NOTICE is hereby given, that the creditors of the above named Syndicate are required, on or before the 31st day of December, 1902, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to E. de Rodakowski, of 11, Saint Helen's-place, London, E.C., the Liquidator of the said Syndicate; and, if so required, by notice in writing from the said Liquidator, are by their Solicitors to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 15th day of November, 1902.

099

E. DE RODAKOWSKI, Liquidator.

In the Matter of the Companies Acts, 1862 to 1903, and in the matter of LANE-FOX AND COMPANY Limited.

THE creditors of the above named Company are required, on or before the 5th day of January, 1903, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Robert John Sissons, of 9, Austin-friars, E.C., Chartered Accountant, the Liquidator of the Company; and, if so required, by notice in writing from the said Liquidator, are by their Solicitors or personally, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 18th day of November, 1902.

112

ROBINSON AND STANNARD, Eastcheap-buildings, 19, Eastcheap, E.C., Solicitors for the above named Liquidator.

In the Matter of the Companies Acts, 1862 to 1893, and in the Matter of the BRIGHTON AND SOUTH OF ENGLAND CONFECTIONERY COMPANY Limited.

TAKE notice that, pursuant to section 142 of the Companies Act, 1862, a General Meeting of the Members of the above named Company will be held at 86, Queen's-road, Brighton, on the twenty-third day of December, 1902, at eleven o'clock in the forenoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company and of the Liquidator shall be disposed of.—Dated the nineteenth day of November, 1902.

089

JOHN W. POINTING, Liquidator.

Re MALCOMSON AND CO., Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above Company, will be held at my office, Nos. 43 and 44, Lombard-street, London, E.C., on Tuesday, the 23rd day of December next, at 2.30 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up of the Company has been conducted and the property of the Company disposed of; of hearing any explanation that may be given by the Liquidator of fixing the remuneration of the Liquidator, and of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company and of the Liquidator shall be disposed of.—Dated this 17th day of November, 1902.

SIDNEY CRONT, Liquidator.
 GIBBS, WHITE, and STRONG, of 4, Eastcheap, E.C., Solicitors for the Liquidator.

134

The MIDLAND ENGINEERING AND STAMPING COMPANY Limited.

NOTICE is hereby given, that a General Meeting of the above Company will be held at the offices of Mr. F. G. Naumann, 21, Mincing-lane, London, E.C., on Monday, the 22nd December, 1902, at 12 o'clock noon, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing the Liquidator's report, and to pass a resolution as to the disposal of the books and papers of the Company.—Dated this 19th day of November, 1902.

084

SIDNEY T. PEIRSON, Liquidator.

ALLEN SCHOFIELD AND CO. Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the office of the Liquidator, No. 56, Deansgate, in the city of Manchester, on the 30th day of December, 1902, at eleven o'clock in the forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated the 17th day of November, 1902.

003

R. R. SHAW, Liquidator.

The YEOVIL MASONIC HALL COMPANY Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the offices of Messrs. Denman and Allen, Bank-chambers, Yeovil, on Wednesday, the twenty-first day of January, 1903, at four o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the fourteenth day of November, 1902.

002

THOS. J. DENMAN, Liquidator.

Notice of Final Meeting.

In the Matter of the Companies Acts, 1862 to 1900 and of the POTTERS PRESS CLOTH COMPANY Limited.

NOTICE is hereby given, that a General Meeting of the above named Company will be held at 4, Water-street, Liverpool, on Tuesday, the 23rd day of December, 1902, at 3 o'clock in the afternoon precisely, for the purpose of having the Liquidator's accounts, showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such meeting, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution, the manner in which the books, accounts and documents of the Company and of the Liquidator thereof shall be disposed of.—Dated this 17th day of November, 1902.

001

W. TUCKER, Liquidator.

NELSON FLOUR MILLING COMPANY Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 3, Grimshaw-street, Burnley, in the county of Lancaster, on Monday, the 29th day of December, 1902, at four o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 17th day of November, 1902.

017

GEORGE PROCTOR, Liquidator.

HARTLEY'S AND LAWSON Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 3, Grimshaw-street, Burnley, in the county of Lancaster, on Monday, the 29th day of December, 1902, at four o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed

of, and hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 17th day of November, 1902.

016

GEORGE PROCTOR, Liquidator.

MIGUEL BANCALARI STEAMSHIP COMPANY Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the offices of Messrs. Gundry, Straus and Co., Chartered Accountants, 7, Great Winchester-street, London, E.C., on Monday, the 22nd day of December, at 2 o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 1st day of November, 1902.

022

PERCY W. STRAUS, Liquidator.

W. G. ELLIOTT Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above named Company will be held at 2, Craig's-court, Charing Cross, London, S.W., on the 24th day of December next, at 12 o'clock noon precisely, to receive the Liquidator's report showing how the winding up of the Company has been conducted and its property disposed of; to hear any explanation that may be given by the Liquidator, and to pass a resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated this 18th day of November, 1902.

045

W. F. BROWN, Liquidator.

THE NEW SUNLIGHT INCANDESCENT COMPANY Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at the offices of the Liquidator, No. 39, Coleman-street, in the city of London, on Tuesday, the 23rd day of December, 1902, at 2 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 18th day of November, 1902.

051

FREDK. BELCHER, Liquidator.

In the Matter of GODDEN Ltd.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above named Company will be held at No. 17, King-street, Cheapside, in the city of London, on Tuesday, the 23rd day of December, 1902, at 5 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator, shall be disposed of.—Dated this 18th day of November, 1902.

029

TURNER, ROGERS, and MYATT, 17, King-street, Cheapside, London, E.C.; Solicitors for Robert Davis Garrard, the Liquidator.

The MARPLE BRICK AND TILE COMPANY Limited.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above named Company will be held at the offices of Messrs. Groome and Ramsdale, situate at 21, Spring-gardens, in the city of Manchester, on Friday, the 19th day of December, 1902, at 2.30 o'clock in the afternoon, for the purpose of having the accounts of the Liquidator laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 21st day of November, 1902.

042

JAMES E. RAMSDALE, Liquidator.

The AVON VALE COLLIERY COMPANY Limited.
 NOTICE is hereby given, pursuant to section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 9, Mount Stuart-square, Cardiff, on the 22nd day of December next, at 12 o'clock noon, for the purpose of having an account laid before the Company showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated the 19th day of November, 1902.

063

D. H. FRANCOIS, Liquidator.

THE DAVY ELECTRICAL CONSTRUCTION COMPANY Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 18, Bishopsgate-street Within, in the city of London, on Monday, the twenty-first of December, one thousand nine hundred and two, at 12 o'clock noon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated the nineteenth day of November, one thousand nine hundred and two.

071

G. O. FRAMPTON, Liquidator.

The CALGARY AND EDMONTON LAND COMPANY Ltd. (In Liquidation.)

NOTICE is hereby given, in pursuance of sec. 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at 6, Princess-street, in the city of London, on Monday, the 22nd day of December, 1902, at three o'clock in the afternoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 19th day of November, 1902.

079

F. ROCHE, Liquidator.

The WASSAW AND AHANTA COMPANY Limited. (In Liquidation.)

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company, in liquidation, will be held at 3 B, Mansion House-chambers, 11, Queen Victoria street, London, E.C., on Tuesday, the twenty-third day of December, 1902, at 11 o'clock forenoon, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company has been disposed of, and of hearing any explanation that may be given by the Liquidator; and also to pass an Extraordinary Resolution determining the manner in which the books, accounts, and documents of the said Company, and of the Liquidator thereof, shall be disposed of.—Dated this 18th day of November, 1902.

072

F. J. WARNER, Liquidator.

MINES ROYAL Limited. (In Liquidation.)

NOTICE is hereby given, that a General Meeting of the above named Company will be held at No. 32, Great George-street, in the city of Westminster, on Monday, the 2nd day of December, 1902, at 11 o'clock in the forenoon precisely, to receive the Liquidator's report showing how the winding up of the Company has been conducted and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass a resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated this 19th day of November, 1902.

123

F. J. WALL, Liquidator.

HYDE PARK COURT Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at Queen Anne's Mansions, St. James' Park, London, S.W., on Monday, the 22nd day of December, 1902, at 12 o'clock noon precisely, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company and of the Liquidator thereof, shall be disposed of.—Dated this 17th day of November, 1902.

124

HERBERT BENNETT, Liquidator.

The AUSTRALIAN ORE CONCENTRATION SYNDICATE Limited.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at Salisbury House, London Wall, in the city of London, on Tuesday, the 23rd day of December, 1902, at 3 o'clock in the afternoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 21st day of November, 1902.

076

J. H. DAVIDSON, 40 and 42, Queen Victoria-street, London, Solicitor.

Re A. AND J. GAILEY Limited.

NOTICE is hereby given, that a General Meeting of the Members of the above named Company will be held at my office, Bush-lane House, Cannon-street, in the city of London, on Monday, the 22nd day of December, 1902, at 12 o'clock noon precisely, to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of and to hear any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 17th day of November, 1902.

107

ARTHUR C. BOURNER, Liquidator.

THE GOLD FIELDS OF INDIA Limited.

NOTICE is hereby given, that a General Meeting of the members of the above Company will be held at Swan House, Cuthall-avenue, E.C., on Tuesday, the 23rd day of December next, at 12 o'clock noon precisely, to receive the Liquidator's report, showing how the winding up of the Company has been conducted, and its property disposed of, to hear any explanation that may be made by the Liquidator; and to pass a Resolution as to the disposal of the books, accounts, and other documents of the Company.—Dated this 19th day of November, 1902.

140

E. R. DONISTHORPE, Liquidator.
JAS. LONG, 64, Moorgate-street, E.C., Solicitor.

In the Matter of the Companies Acts, 1862 to 1900 and in the Matter of the LIVERPOOL CO-OPERATIVE PROVIDENT ASSOCIATION Limited.

TAKE notice, that pursuant to section 142 of the Companies Act, 1862, a General Meeting of the Members of the above named Association will be held at 35, London-road, Liverpool, in the county of Lancaster, on the twenty-first day of December, 1902, at 8 o'clock in the evening, for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Association disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Association, and of the Liquidator, shall be disposed of.—Dated the 18th day of November, 1902.

093

AUGUSTINE QUINN, Liquidator.

ZOROASTRIAN GOLD MINES Limited.

(In Liquidation.)

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above named Company will be held at Broad-street House, New Broad-street, London, E.C., on Monday, the 22nd day of December, 1902, at 11 o'clock in the forenoon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated this 20th day of November, 1902.

155

J. W. CREASSER, Liquidator.

In the Matter of the Companies Acts, 1862 to 1890, and in the Matter of the ANGLO-MEXICAN MINING COY. Ltd.

NOTICE is hereby given, that in pursuance of section 142 of the Companies Act, 1862, a General Meeting of the Members of the above named Company will be held at my office on Tuesday, the 23rd day of December, 1902, at 12 o'clock noon, for the purpose of having an account laid before them showing the manner in

which the winding up has been conducted and the property of the Company disposed of, and to hear any explanation that may be given by the Liquidator; and also of determining, by Extraordinary Resolution, the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.—Dated the 19th day of November, 1902.

148

L. J. LANGMEAD, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frank Meyer and Joseph Stephenson Waite, carrying on business as Joiners, Cabinet Makers and Curio and Print Dealers, and Antique Furniture Dealers, at Number 4, Albert-street, Herrogate, under the style or firm of MEYER AND WAITE, has been dissolved by mutual consent as and from the 14th day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Frank Meyer.—Dated 14th day of November, 1902.

009

FRANK MEYER.
J. S. WAITE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter James Green and Albert Edward Green, carrying on business as Steel and File Manufacturers, at Gilcar Works, Napier-street, and at Elliott Steel Works, Leam Mill-street, both in the city of Sheffield, and at Pietermaritzburg, in the Colony of Natal, South Africa, under the style or firm of "T. L. GREEN AND CO.," and also as "J. Blackwell, Green, and Co.," has been dissolved by mutual consent as and from the 23rd day of May, 1902. All debts due to and owing by the said late firm will be received and paid by the said Walter James Green, by whom the business will be carried on under the same style or firm as heretofore.—Dated 14th day of November, 1902.

012

W. J. GREEN.
ALBERT EDWARD GREEN,
by Hy. Wells-Smith, his Attorney.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, David Hughes, of Edeyrn, in the county of Carnarvon, and William Williams, formerly of Bodlondeb, in the parish of Nevin, in the county of Carnarvon, but now of the Oakeley Arms Hotel, Tanybwch, in the county of Merioneth, carrying on business as Brick, Tile, and Pottery Manufacturers and Coal Merchants, at Porthindlan, in the county of Carnarvon, under the style or firm of HUGHES AND WILLIAMS, was, on the 20th day of October, 1902, dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the undersigned, William Williams, by whom the business will in future be carried on.—Dated this 27th day of October, 1902.

013

DAVID HUGHES.
WILLIAM WILLIAMS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hawes and William Balding, carrying on business as Horse Dealers and Cob Masters at Number 3, Cowley-place, in the city of Oxford, and at Tilbury Stud Farm, in the parish of Cumnor, in the county of Berks, under the style or firm of HAWES AND BALDING, was dissolved as from the first day of November, one thousand nine hundred and two, by mutual consent.—Dated this fourteenth day of November, 1902.

028

JOHN HAWES.
W. BALDING.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, WILLIAM LEWIS, of Madeley, Shropshire, and WALTER LEWIS, of Wellington, Shropshire, Bakers, Grocers, and Provision Dealers, under the style or firm of "GEORGE LEWIS," at Wellington aforesaid, in the trades or businesses of Grocers, Bakers, and Provision Dealers, has been dissolved by mutual consent as from the 31st October last.—As witness our hands this 12th November, 1902.

123

WILLIAM LEWIS.
WALTER LEWIS.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Wills and William Henry Crellin, carrying on business as Tailors, at 58, Dale-street, in the city of Liverpool, under the style or firm of "J. WILLS AND CO.," has been dissolved by mutual consent as and from the 27th day of October, 1902.—Dated this 17th day of November, 1902.

092

JAMES WILLS.
W. H. CRELLIN.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Arthur Story and Thomas Short, the executors of the late John Blain Scott, and Benjamin Scott and David Miller Wilson, carrying on business as Dealers in Music and Musical Instruments, at 18, Devonshire-street, Carlisle, under the style or firm of B. SCOTT AND SON, has been dissolved by mutual consent as and from the 4th day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Benjamin Scott and David Miller Wilson.—Dated 11th day of November, 1902.

065

GEORGE ARTHUR STORY.
THOMAS SHORT.
BENJAMIN SCOTT.
D. MILLER WILSON.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Hastings and Philip Arthur Wilshe, carrying on business as Manufacturer's Agents and Merchants, at Number 11, Heathcote-street, in the city of Nottingham, under the style or firm of "HASTINGS AND WILSHERE," has been dissolved by effluxion of time as and from this 19th day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Philip Arthur Wilshe, who will continue the said business under the style or firm of "Philip A. Wilshe and Co."—As witness our hands this 19th day of November, 1902.

137

JOHN HASTINGS.
PHILIP ARTHUR WILSHERE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Morris Goldstone, Isaac Goldstone, and Henry Goldstone, carrying on business as Furniture Dealers, at 115, 117, and 119, Oxford-street, and 56, Spear-street, Manchester, in the county of Lancaster, under the style or firm of GOLDSTONE AND SONS, has been dissolved by mutual consent as and from the third day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Morris Goldstone.—Dated the 17th day of November, 1902.

150

M. GOLDSTONE.
ISAAC GOLDSTONE.
HENRY GOLDSTONE.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Adam Greenwood, Israel Greenwood, and Smith Greenwood, carrying on business as Tanners and Carriers at Russell-street Tannery, Kiggley, in the county of York, under the style or firm of "A. GREENWOOD AND SONS," was dissolved as and from the 14th day of November, 1902, by mutual consent.—Dated this 14th day of November, 1902.

098

ADAM GREENWOOD.
ISRAEL GREENWOOD.
SMITH GREENWOOD.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Christmas and Robert Haynes Mew, carrying on business as Contractors and Carmen at Nos. 54 and 56, Beaconsfield-road, Preston, near Brighton, in the county of Sussex, under the style or firm of "H. CHRISTMAS AND CO.," has been dissolved by mutual consent as and from the fourteenth day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Robert Haynes Mew.—Dated this 14th day of November, 1902.

038

HENRY CHRISTMAS.
ROBERT HAYNES MEW.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Hobbs and Percy Ravenscroft, carrying on business as Chartered Accountants, at Jewry House, Old Jewry, London, E.C., under the style or firm of "HOBBS, REYNOLDS AND CO.," has been dissolved by mutual consent, as and from the 30th day of September, 1902.—Dated 17th day of November, 1902.

053

E. HOBBS.
PERCY RAVENSCROFT.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Ernest Richard Cheesman and Godfrey Wilfred Richard Nightingale Cheesman, carrying on business as Leather Merchants, at 11, Paternoster-square, in the city of London, under the style or firm of E. R. CHEESMAN AND CO., has been dissolved by mutual consent as and from the 14th day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said Godfrey Wilfred Richard Nightingale Cheesman.—Dated this 14th day of November, 1902.

ERNEST R. CHEESMAN.
G. W. R. N. CHEESMAN.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Taylor and Walter Robert Taylor, carrying on business as Paint and Varnish Manufacturers and Oil Refiners at 92 and 94, Whitechapel, in the city of Liverpool, and Forth-street and Clyde-street, Liverpool, aforesaid, under the style or firm of W. R. TAYLOR AND CO., has been dissolved by mutual consent as from the 30th day of June, 1902. All debts due to or owing by the late firm will be received and paid by the said Walter Robert Taylor, who will continue the business under the style aforesaid at the same addresses.—Dated this 4th day of November, 1902.

WILLIAM TAYLOR.
WALTER R. TAYLOR.

056

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Darcy Craven and George Leer, carrying on business for the purchase, sale, and hire of Pianofortes, at 75, Rosendale-road West Dulwich, 500A, Brixton-road, 17, Church-street, Camberwell, 4, Broadway, Norwood-road, West Norwood, and 28, The Parade, Tooting, under the style or firm of "ORAVEN AND CO.," has been dissolved by mutual consent as and from the fifteenth day of November, 1902. All debts due to and owing by the said late firm will be received and paid by the said George Leer, by whom the business will in future be carried on at the same address, under the style or firm of Craven and Co.—Dated this 15th day of November, 1902.

W. D. ORAVEN.
GEORGE LEHR.

124

NOTICE is hereby given, that the Partnership heretofore subsisting between me the undersigned, David Clough, of the Cherry Tree Inn, Robert Town, in the county of York, and Ada Jane Fletcher, trading under the style or firm of FLINT AND CO., at Robert Town aforesaid, as Botanical Beer Manufacturers, has been dissolved by notice as from the 27th day of June, 1902. And notice is hereby further given, that I will not be responsible for any debt or debts contracted or incurred by the said Ada Jane Fletcher in the name of the said firm or otherwise from the date hereof.—Dated the 18th day of November, 1902.

DAVID CLOUGH.

062

In the Matter of the Partnership Act, 1890.

NOTICE is hereby given, that the Partnership which has for some months past been carried on by Ernest Roberts and Arthur Ernest Blower, under the firm of "ERNEST ROBERTS AND BLOWER," at 6, Holborn-place, London, W.C., in the trade or business of Manufacturing Electrical Engineers, has this day been determined by notice, pursuant to s. 32 subs. c. of the Partnership Act, 1890. All debts due to or owing by the said firm will be received and paid by the said Ernest Roberts who will continue to carry on business at the said address.—Dated this 8th day of November, one thousand nine hundred and two.

ERNEST ROBERTS.

NICHOLSON and CROUCH, 17, Surrey-street,
Strand, W.C., Solicitors for the said Ernest
Roberts.

066

[Extract from the Edinburgh Gazette of November 18, 1902.]

NOTICE.

JAMES JOHNSTON, Drysalter, 20, Murraygate, Dundee, who carried on business under the firm of JOHNSTON AND ADAMS, Drysalters there, of which firm he was the sole partner, hereby gives notice that he and his said firm have retired from the business as at 5th November, 1902. He also gives notice that he has disposed of the business to Mr. William Petrie (for many years his manager), who has arranged to carry it on for his own behoof under the same firm name of Johnston and Adams, and who will collect all debts and settle all liabilities of Mr. Johnston's now dissolved firm.

Dundee, 13th November, 1902.

JAS. JOHNSTON.
JOHNSTON AND ADAMS.

Witnesses to the Signatures of James
Johnston and Johnston and Adams—
John Simpson, Solicitor, Dundee.
James Ireland, 87, Commercial-street,
Dundee, Law Clerk.

WM. PETRIE.

Witnesses to the Signature of William
Petrie—
John Simpson, Solicitor, Dundee.
James Ireland, 87, Commercial-street,
Dundee, Law Clerk.

060

EDWARD TINDALL, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic., cap. 35. **NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Edward Tindall, of Knapton Hall, Knapton, in the county of York, Esquire, deceased (who died on the twenty-first day of September, 1901, and whose will, with a codicil thereto, was proved in the York District Registry of the Probate Division of His Majesty's High Court of Justice, on the seventh day of December, 1901, by John Tindall, Robert Tindall and Henry Turnbull, three of the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the third day of January, 1903, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this nineteenth day of November, 1902.

TURNBULL and SON, Scarborough, Solicitors
for the said Executors.

058

Re ELEANOR MARIA GATES, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon, against, or affecting the estate of Eleanor Maria Gates, late of the Vineyard, Peterborough, in the county of Northampton, widow, deceased (who died at the Vineyard, Peterborough aforesaid, on the 3rd day of April, 1902, and Probate of whose will was granted out of the Principal Registry of the Probate Division of His Majesty's High Court of Justice, on the 2nd day of July, 1902, to Christopher Alexander Markham, of Northampton, Esquire), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 3rd day of December, 1902, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice; and further take notice, that all persons indebted to the said estate, are requested to pay the amount of their respective debts to us, on or before the said 3rd day of December, 1902, on behalf the said executor.—Dated this 14th day of November, 1902.

PERCIVAL and SON, Priestgate, Peterborough,
Solicitors to the said Executor.

049

JOHN ROSS FOORD, Deceased.

Pursuant to the Statute, 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of John Ross Foord, late of Acorn Wharf, and of the Esplanade, in the parish of St. Nicholas, Rochester, in the county of Kent, Contractor, and also late or formerly of Belderg Lodge, near Ballycastle, county Mayo, in Ireland, Landed Proprietor, deceased (who died at the Esplanade, St. Nicholas, Rochester aforesaid, on the 23rd day of May, 1902, and of whose estate and effects letters of administration were granted by the Principal Registry of the Probate Division of the High Court of Justice, on the 7th day of August, 1902, to Thomas Hellyar Foord, Esquire, of the Grange, Bobley, in the county of Southampton), are hereby required to send in the particulars of their debts or claims, to the said administrator, at the offices of the undersigned, his Solicitors, on or before the 15th day of January, 1903; and notice is hereby also given, that after that day the said administrator will proceed to distribute the assets of the said John Ross Foord, deceased, among the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and that he will not be liable for the said estate and effects, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 18th day of November, 1902.

ARNOLD, BAKER, and DAY, the Precinct,
Rochester, Kent, Solicitors for the said Thomas
Hellyar Foord, the Administrator of the above-
named John Ross Foord.

057

HENRIETTA CORDELIA BRIGHT, Deceased.

NOTICE is hereby given, pursuant to the Law of Property Amendment Act, 1859, that all persons having any claims or demands upon or against the estate of Henrietta Cordelia Bright, late of 46, Avenue-road, formerly of 23, Sussex-place, Regent's Park, both in the county of Middlesex, Spinster, deceased (who died on the 13th day of September, 1902, and whose will, with a codicil thereto, was proved by Arthur Price and Thomas Henry Corfield, the executors therein named, on the twenty-first day of October, 1902, in the Principal Probate Registry of the High Court of Justice), are hereby required to send in the particulars of their debts or claims to the said executors, at the offices of the undersigned, their Solicitors, on or before the thirty-first day of December next; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the said Henrietta Cordelia Bright amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 19th day of November, 1902.

PIKE, PRICE, and CORFIELD, 26, Old Burlington-street, W., Solicitors for the said Executors.

JOHN LINTON, Deceased.
NOTICE is hereby given, pursuant to the Law of Property Amendment Act, 1859, that all persons having any claims or demands upon or against the estate of John Linton, late of 53, Warwick-road, Ealing (formerly of 12, Leinster-square, Bayswater, and 26, Lansdowne crescent, Kensington-park, Middlesex), Esquire deceased (who died on the 20th day of September, 1902, and whose will with one codicil thereto was proved by the Reverend Alfred Scott and Tom Morton Penton, the executors therein named on the 28th day of October, 1902, in the Principal Probate Registry of the High Court of Justice) are hereby required to send in the particulars of their debts or claims to the said executors at the offices of the undersigned, their Solicitors, on or before the 31st day of December next, and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the said John Linton amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 19th day of November, 1902.

PIKE, PRICE and CORFIELD, 26, Old Burlington-street, W., Solicitors for the said Executors.

Re **JAMES CAWTHORNE, Deceased.**
Pursuant to the Act of Parliament, 22nd and 23rd Vic., cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of James Cawthorne, late of No. 19, Selborne-road, Hove, in the county of Sussex, Gentleman, deceased (who died on the fourth day of October, 1901, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice, on the twenty-fifth day of January, 1902, by Athol Arthur Woods Johnstone, of 61, Duke-road, Brighton, in the county of Sussex, Surgeon (since deceased), Jane Cawthorne, of No. 19, Selborne-road, Hove aforesaid, Spinster, and Harry Montague Williams, of No. 17, Middle-street, Brighton aforesaid, Solicitor, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Harry Montague Williams, on or before the thirtieth day of December, 1902 after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 18th day of November, 1902.

H. MONTAGUE WILLIAMS, 17, Middle-street, Brighton, Solicitor for the said Executors.

Re **DOROTHY PLACE, Deceased.**
Pursuant to the Act of Parliament, 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Dorothy Place, late of Houghton-le-Spring, in the county of Durham, Spinster, deceased (who died on the 15th day of October, 1902, and of whose estate letters of administration were granted by the Durham District Registry of the Probate Division of His Majesty's High

Court of Justice on the 12th day of November, 1902, to Thomas Place, of Lowdale Hall, Sleights, in the county of York, Gentleman) are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said administrator, on or before the 22nd day of December, 1902, after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice, and will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 21st day of November, 1902.

LEGGÉ and MILLER, Houghton-le-Spring, Solicitors for the said Administrator.

JAMES CARTER, Deceased.
Pursuant to the Statute, 22nd and 23rd Victoria, Chapter 35.

NOTICE is hereby given, that all persons having any claims against the estate of James Carter, late of the Sportsman Inn, Prestou, near North Shields, in the county of Northumberland, formerly of 34, Hopper-street, North Shields, aforesaid, Millwright (who died on the 15th day of September, 1902, and whose will was proved by Mary Elizabeth Cawthorn and William Cawthorn, the executors therein named, on the 17th day of October, 1902, in the Principal Probate Registry), are required to send particulars thereof to us, the undersigned, solicitors for the said executors, on or before the 22nd day of December, 1902, after which date the said executors will distribute the assets of deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1902.

MAUGHAN and HALL, 8, Grainger-street West, Newcastle-upon-Tyne, Solicitors for the Executors.

WILLIAM JAMES READ, Deceased.
Pursuant to the Act of Parliament, 22nd and 23rd Victoria, Chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William James Read, late of Green-street, in the parish of Teynham, in the county of Kent, Grocer, deceased (who died on the 23rd day of September, 1901, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 11th day of November, 1901, by James French, of Green-street, in the Parish of Lynsted, in the county of Kent, Farmer, and Edward Wright, of Stone-street, Faversham, in the said county of Kent, Shipwright, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 20th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 19th day of November, 1902.

TASSELL and SONS, Faversham, Solicitors for the said Executors.

MATTHEW PENNEFATHER EVANS, Deceased.
Pursuant to the Statute, 22 and 23 Vic., c. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Matthew Pennefather Evans, late of 17, Airlie-gardens, Campden-hill, London, W., and of 30, Mincing-lane, London, E.C. (formerly of Shanghai, in China), Merchant, deceased (who died on the 1st October, 1902, and whose will and codicil were proved on the 5th November, 1902, in the Principal Probate Registry of His Majesty's High Court of Justice, by Robert Stephenson Bovill and Frank Henry Dunphie, Esquires, two of the executors named in the said will), are required to send particulars of such claims to us, the undersigned, the Solicitors for the said Executors, on or before the 7th January, 1903, after which date the executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1902.

STEPHENSON, HARWOOD and CO., 31, Lombard-street, London, E.C., Solicitors for the said Executors.

RICHARD PARKINSON, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Richard Parkinson, of Little Eccleston, in the county of Lancaster, formerly of Inskip-with-Sowerby, in the said county, Farmer, deceased (who died on the 8th day of October, 1902, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice, on the 14th day of November, 1902, by the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 17th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 17th day of November, 1902.

JNO. R. CAULTER, Fleetwood and Kirkham,
Solicitor for the said Executors.

Re MARY ELLEN SPENCE, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Mary Ellen Spence, late of 5, Scriven-grove, Knaresborough, in the county of York, Widow, deceased (who died on the 27th day of August, 1901, at 5, Scriven-grove aforesaid and to whose estate letters of administration were granted by the Wakefield District Registry on the 25th day of September, 1902, to Mary Beatrice Spence, Spinster, the natural and lawful daughter and one of the next-of-kin of the said intestate) are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned Solicitors for the said Mary Beatrice Spence, on or before the 1st day of January, 1903, after which date the said Mary Beatrice Spence will proceed to distribute the assets of the said intestate amongst the persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and she will not be liable for the assets of the said intestate, or any part thereof, so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 18th day of November, 1902.

SCOTT and TURNBULL, 98, Albion-street,
Leeds, Solicitors for the said Administratrix.

ELIZABETH SINNETT, Deceased.

ALL persons having any claims or demands against the estate of Elizabeth Sinnett, late of Monkton, Pembroke, in the county of Pembroke, Spinster (who died on the 10th day of March, 1902, and to whose personal estate letters of administration were granted by the Principal Registry of the Probate Division of the High Court of Justice to James Sinnett), are hereby required to send particulars of such claims or demands to me the undersigned, as Solicitor to the said administrator, on or before the 13th day of December, 1902, after which date the said administrator will proceed to distribute the assets, having regard only to the claims then received.—Dated this 19th day of November, 1902.

W. J. JONES, of Haverfordwest, Solicitor to the said Administrator.

EDWIN WILLIAM DAVIES, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Edwin William Davies, late of No. 65, St. Paul's-road, Canonbury, Middlesex, who died at No. 65, St. Paul's-road, aforesaid, on the 3rd day of December, 1901, and whose will was proved in the Probate Division of the High Court on the 7th day of November, 1902, by the Reverend William Muriel Shepherd, of The Vicarage, Appleby, Westmoreland, Clerk in Holy Orders, and Edward Leader Shepherd, of The Lindens, Abingdon, Berks, Esquire, Justice of the Peace (the executors named in the said will), are hereby required to send in writing the particulars of their debts, claims, and demands to the undersigned, the Solicitors of the said executors, on or before the 1st day of January, 1903. And notice is hereby also given, that at the expiration of the last mentioned day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which the said executors have then had notice. And that the

said executors will not be liable for the said assets, or any part thereof so distributed to any person of whose claim the said executors have not had notice at the time of the distribution.—Dated this 17th day of November, 1902.

TODD, DENNES, and LAMB, 22, Chancery-lane, London, Solicitors to the said Executors.

JOHN RADCLIFFE, Deceased.

Pursuant to an Act of Parliament, 22 and 23 Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Radcliffe, late of Wepre, Connaught Quay, in the county of Flint, deceased, who died on or about the 6th day of June, 1901, and whose will was proved by the Reverend Edward Griffiths, of Penfron, Connaught Quay aforesaid, and John Thomas Humphreys, of Glasgow House, Connaught Quay aforesaid, the executors therein named, on the sixteenth day of July, 1902 in the Saint Asaph District Registry of the Probate Division of the High Court of Justice, are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitors of the said executors, on or before the 29th instant; and notice is hereby also given that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November, 1902.

HUGHES and HUGHES, Bank-buildings, Flint,
Solicitors for the said Executors.

SARAH WESTERN, Deceased.

Pursuant to the Act of Parliament, 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of the late Sarah Western, of 160, Katherine-street, Ashton-under-Lyne, in the county of Lancaster, Widow (who died on the 11th day of September, 1902, and whose will was proved in the District Registry at Manchester of the Probate Division of His Majesty's High Court of Justice, on the 21st day of October, 1902, by Mr. Jonathan Ibbotson, the executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the second day of January, 1903, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 17th day of November, 1902.

WILLIAM BOTTOMLEY and SON, 120, Stamford-street, Ashton-under-Lyne, Solicitors for the said Executor.

FRANCIS BICKERTON, Deceased.

Pursuant to the provisions of an Act of Parliament, 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Francis Bickerton, late of The Alexandra Hotel, Bolckow-street, Middlesbrough, in the county of York, Hotel Manager, deceased, who died on the ninth day of October, 1902, administration of whose estate and effects was granted to George Bickerton, of 52, Hawthorn-terrace, Hirst, in the county of Northumberland, Miner, on the twenty-fifth day of October, 1902, by the District Registry at York of the Probate Division of the High Court of Justice, are hereby required to send in particulars, in writing, of their debts, claims and demands to the undersigned, on or before the tenth day of December next; and notice is hereby further given, that at the expiration of such time the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which the said administrator shall then have had notice; and that the said administrator will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim he shall then not have had notice.—Dated this 17th day of November, 1902.

CHARLES ALDERSON, Bridge-street, Morpeth,
Solicitor for the said Administrator.

Re JOSEPH WILLIAMS, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Joseph Williams, late of Catwell, within the parish of Sampford Brett, in the county of Somerset, Gentleman, deceased (who died on the 22nd day of March, 1870, and whose will, with three codicils thereto, was proved in the Principal Registry of Her late Majesty's Court of Probate, on the 21st day of May, 1870, by Ann Maria Williams, John Walter Williams, and William Hole Williams, the executors therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, Joyce, Davis, and Risdon, of Williton, Somerset, on or before the 5th day of December, 1902, after which date the legal representatives of the said executors (who have died since the death of the deceased) will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 13th day of November, 1902.

JOYCE, DAVIS, and RISDON, Williton, Somerset, Solicitors for the legal representatives of the said Executors.

FREDERICK WILLIAM MANNOOCH, Deceased.
22nd and 23rd Vic., c. 35, s. 29.

NOTICE is hereby given, that all persons who are creditors of or have claims against the estate of the said Frederick William Mannooch, late of 133, London-road, St. Leonard's-on-Sea, in the county of Sussex, Gentleman (who died on the 18th day of October, 1902, and whose will was proved on the 28th day of October, 1902, in the Lewes District Registry of the Probate Division of the High Court of Justice, by R. H. Gaby, of Memorial-buildings, Hastings, in the county of Sussex, Solicitor, the executor thereby appointed), are requested on or before the 1st day of January, 1903, to send in particulars of their claims against the said estate to the said R. H. Gaby; and after the said 1st January, 1903, the executor will distribute the assets of the said testator, having regard only to the claims of which the executor shall then have notice.—Dated this 14th day of November, 1902.

R. H. GABY, Solicitor, Memorial-buildings, Hastings

Re WILLIAM CARVER, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Carver, late of the Plume and Feathers, Castlemorton, in the county of Worcester, Licensed Victualler, deceased (who died on the 16th day of September, 1902, intestate, letters of administration of whose estate were granted by His Majesty's High Court of Justice at the Principal Probate Registry thereof, to John Carver, on the 14th day of November, 1902), are hereby required to send the particulars, in writing, of their claims or demands to Messrs. Whatley and Isaac, the undersigned, the Solicitors for the said administrator, on or before the 8th day of December, 1902, after which date the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice, and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 17th day of November, 1902.

WHATLEY and ISAAC, Church-street, Great Malvern, Solicitors for the said Administrator.

JAMES METCALFE, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic. c. 35.

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands, against the estate of James Metcalfe, late of West Burton, near Aysgarth, in the north Riding of the county of York, Retired Farmer and Butcher, a Widower (who died on the 4th day of May, 1902, and to whose estate letters of administration were on the 14th day of November, 1902, granted by the York District Registry of the Probate Division of the High Court of Justice, to Annie Elizabeth Mudd, of King-street, Cottingham, in the east Riding of the county of York, the administratrix there-

in named), are hereby required to send in particulars of their claims and demands to me, the undersigned, as Solicitor to the said administratrix on or before the 31st day of December next, after which date the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which she shall then have had notice; and the said administratrix will not then be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 17th day of November, 1902.

J. HERBERT PAYNE, of 10, Hanover-square, Hull, Solicitor to the said Administratrix.

JAMES EDMUND STUART FORBES, Deceased.
Pursuant to the Act of Parliament, 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of James Edmund Stuart Forbes, late of Hemel Hempstead, in the county of Hertford, but formerly of No. 5, Calverley Parade, Tunbridge Wells, in the county of Kent, Gentleman (who died on the 8th day of October, 1902, at Hemel Hempstead aforesaid, and to whose personal estate letters of administration, with the will annexed, were granted by the Principal Registry of the Probate Division of the High Court of Justice, to Adelaide Louisa Traill), are hereby required to send particulars of their debts, claims, or demands to me, the undersigned, as Solicitor to the said administratrix, on or before the 1st day of January next, after which day the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice, and the said administratrix will not be liable for the assets or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 17th day of November, 1902.

STANLEY M. ROBINSON, St. Albans, Solicitor to the said Administratrix.

JAMES ADSHEAD LEVETT, Deceased.

NOTICE is hereby given, that all persons having claims against the estate of James Adshead Levett, late of Perry's Lake, Rowley Regis, in the county of Stafford, Innkeeper, deceased (who died on the 26th day of August, 1895, and whose will was proved in the Lichfield District Registry on the 5th day of October, 1895, by Sarah Perry, the surviving Executrix) are required to send particulars thereof to me before the 6th day of December next, after which date the assets of the deceased will be distributed, having regard only to the claims of which I shall then have had notice.—Dated this 18th day of November, 1902.

THOMAS COOKSEY, Solicitor, Old Hill, Staffs.

SARAH PERRY, Deceased.

ALL creditors and other persons having any claims or demands against the estate of Sarah Perry, late of Perry's Lake, Rowley Regis, in the county of Stafford, Innkeeper, deceased (who died on the 28th day of October last, and of whose estate letters of administration were on the 12th day of November, 1902, granted out of the Principal Probate Registry to George Perry), are required to send the particulars in writing of such claims or demands to me, the undersigned, before the 6th day of December, 1902.—Dated this 18th day of November, 1902.

THOMAS COOKSEY, Solicitor to the Administrator, Old Hill, Staffs.

ELIZABETH GOTT, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Elizabeth Gott, late of 9, Micklegate-lane, Rawdon, near Leeds, in the county of York, Widow, deceased (who died on the 10th day of September, 1902, intestate, and to whose estate letters of administration were granted by the District Probate Registry at Wakefield on the 12th day of November, 1902, to Emma Burnley), are hereby required to send in the particulars of their claims and demands to me, the undersigned, on or before the 5th day of December next, after which date the said administratrix will distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice.—Dated this 18th day of November, 1902.

PEROY B. SHARPE, Bond-street-chambers, Bradford, Solicitor for the said Administratrix.

Re ALGERNON HACK, deceased.

Pursuant to the Act of Parliament, 22 and 23 Vic., Chap. 35, intituled, "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Algernon Hack, late of Buckminster, in the county of Leicester, Farmer, deceased (who died on the 2nd day of March, 1901, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 1st day of June, 1901, by Charles Warner, of Leicester Abbey, in the county borough of Leicester, Seedsman, and John William Bullock of Stonesby, in the county of Leicester, Farmer, the executors therein named) are hereby required to send the particulars in writing of their claims or demands to us, the undersigned the Solicitors for the said executors, on or before the 24th day of December, 1902, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 19th day of November, 1902.

OLDHAM and MARSH, Melton Mowbray,
087 Solicitors for the said Executors.

FLORA HELEN DAVIES, Deceased.

Pursuant to the Statute, 22nd and 23rd Victoria, cap. 35, intituled "An Act to amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Flora Helen Davies, late of 5, Lisgar-terrace, West Kensington, in the county of Middlesex, Spinster, deceased (who died on the 14th day of July, 1902, and whose will was proved on the 13th day of November, 1902, in the Principal Registry of the Probate Division of the High Court of Justice, by Guy Neville Stephen, power being reserved to Reginald Arthur Stephen, the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, on or before the 31st day of December, 1902, after which date the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, to any person or persons of whose claims and demands he shall not then have had notice.—Dated the 21st day of November, 1902.

JOHN VERNON, SON and STEPHEN, 10, Coleman-street, London, E.C., Solicitors for the said Executor.
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EDWARD TRUMP, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic., Cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Edward Trump, late of Courneys Clisthydon, Devon, Yeoman, deceased (who died on the 21st March, 1901, and whose will was proved in the Exeter District Registry of the Probate Division of His Majesty's High Court of Justice on the 21st May, 1901, by Henry Trump the sole executor therein named), are required to send particulars thereof to us, the undersigned, on behalf of the said executor, on or before the 20th December next, after which date the said executor will proceed to distribute the assets of the said deceased, having regard only to the claims of which he shall then have had notice.—Dated the 19th November, 1902.

STAMP, DUNNING and RUNDLE, Honiton,
090 Solicitors for the said Executor.

Re GEORGE WILD, Deceased.

NOTICE is hereby given, pursuant to the Statute 22 and 23 Vic., cap. 35, that all creditors and other persons having any claims against the estate of George Wild, late of Lane H-ad, Fenilee (near Whaley Bridge), in the county of Derby, retired farmer, deceased (who died on the 19th of February, 1900, and whose will was proved in the Principal Probate Registry on the 27th June, 1900, by William Scholes and John Worth, the executors therein named), are hereby required to send particulars, in writing, of their claims to us, the undersigned, on or before the 24th December, 1902, after which date the said executors will distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1902.

BENNETT, HOYCOTT, ORME and GOODMAN,
095 Chap 1-en-le-Frith, near Stockport, Solicitors for the Executors.

RICHARD TRISCOTT, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons being creditors of or otherwise having any claims upon or against the estate of Richard Triscott, late of 48, King's-gardens, Plymouth, in the county of Devon, Mason, deceased (who died on the 20th day of October, 1902, and whose will was proved on the 15th day of November, 1902, by James Andrews, of 87, Edith-avenue, Mount Gold-road, Plymouth, in the county of Devon, Gentleman, and Edwin Andrews, of 10, West-street, Tavistock, in the said county of Devon, Bootmaker, executors of the said will), are hereby required, on or before the 12th day of December, 1902, to send to Messrs. Shelly and Johns, of Princess House, Princess-square, Plymouth aforesaid, the Solicitors of the said executors, the particulars of their claims upon or against the said estate; and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard to the claims of which they shall then have notice.—Dated this 13th day of November, 1902.

SHELLY and JOHNS, Princess House, Princess-square, Plymouth, Solicitors for the above-named Executors.
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Re HENRY PEARSON GATES Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon against or affecting the estate of Henry Pearson Gates, late of the Vineyard, Peterborough, in the county of Northampton, Esquire, deceased (who died at the Vineyard, Peterborough aforesaid, on the 6th day of May, 1893, and Probate of whose will was granted out of the Principal Registry of the Probate Division of Her late Majesty's High Court of Justice, on the 6th day of July, 1893, to Eleanor Maria Gates, of the Vineyard, Peterborough aforesaid, the Widow of the deceased, who died on the 30th day of April, 1902, and Probate of whose will was granted out of the said Principal Registry on the second day of July, 1902, to Christopher Alexander Markham, of Northampton, Esquire), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executor, on or before the 3rd day of December, 1902, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof so distributed, to any person or persons of whose claims or demands he shall not then have had notice; and further take notice, that all persons indebted to the said estate are requested to pay the amount of their respective debts to us, on or before the said 3rd day of December, 1902, on behalf of the said executor.—Dated this 18th day of November, 1902.

PERCIVAL and SON, Priestgate, Peterborough,
048 Solicitors to the said Executor.

Pursuant to the Statute, 22 and 23 Vic., chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands against the estate of CATHERINE ELLEN BINGHAM, late of 68, Wimbledon Park-road (formerly called 5, Pimbridge-villas), Southfields, Wandsworth, in the county of Surrey, Widow, who died on the 3rd day of October, 1902, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 1st day of November, 1902, by John Barber, of Inglefield, Christ Church-avenue, Brompton-shury, in the county of Middlesex, Tutor, the sole executor therein named, are hereby required to send particulars in writing of their debts, claims, or demands to us, the undersigned, as Solicitors to the said executor on or before the 24th day of December, 1902, after which date the said executor will proceed to distribute the assets of the said testatrix amongst the persons entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 18th day of November, 1902.

FARDELL and CANNING, Mitre-chambers, Temple, London, E.C., Solicitors for the said Executor.
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HENRY LLOYD, Deceased.

Pursuant to 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of Henry Lloyd, late of Pitsford Hall, Pitsford, in the county of Northampton, Esquire, deceased (who died on the 4th of January, 1902, and whose will, with three codicils thereto, was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 7th of March, 1902, by Richard Borradaile Lloyd and John Bertie Norreys Entwisle, the executors therein named), are hereby required to send particulars, in writing, of such claims or demands to us, the undersigned, on or before the 1st of January, 1903, after which date the said executors will proceed to distribute the assets of the said testator among the persons entitled thereto, having regard only to the claims or demands of which they shall then have had notice.—Dated this 18th day of November, 1902.

WRIGHT, HASSALL and CO., 11, Dorner-place,
Leamington, Solicitors for the said Executors.

HANNAH NORMAN, Deceased.

ROBERT HERBERT NORMAN, Deceased.

Pursuant to the Act of Parliament, 22 and 23 Vict., cap. 85, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Hannah Norman, late of 101, Breeze-hill, Walton, Liverpool, in the county of Lancaster, Widow (who died on the 31st day of March, 1902, letters of administration to whose estate were granted on the 17th day of April, 1902, to Robert Herbert Norman, out of the Liverpool Probate Registry), or against the estate of Robert Herbert Norman, late of No. 101, Breeze-hill, aforesaid, and the Waterworks Kirby, near Liverpool, aforesaid, who died on the 5th day of September, 1902, and whose will was duly proved in the Liverpool Probate Registry on the 3rd day of October, 1902, by the Rev. John Walton Tyrer and Herbert William Metcalfe, two of the executors therein named, are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, on or before the 19th day of December next, after which date the assets of both the said deceased will be distributed by the said executors amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands they shall not then have had notice.—Dated this 19th day of November, 1902.

TYRER, KENION, TYRER, and SIMPSON,
10, Cook-street, Liverpool, Solicitors for the said Executors.

CATHERINE CADDICK, Deceased.

NOTICE is hereby given, pursuant to Statute, 22nd and 23rd Vic., cap. 35, that all persons having claims against the estate of Catherine Caddick, late of 40, Waterloo-road, London, S.E., in the county of Surrey, Widow, who died on the 11th October, 1902, and whose will was proved by William Thomas Dillon and John Cutting, executors, on 15th November, 1902, in the Principal Registry, are required to send particulars, in writing, of such claim to the undersigned before 19th December, 1902, after which the executors will distribute the assets among the persons entitled, having regard only to the claims of which they shall then have had notice.—Dated 19th Nov. 1902.

W. T. UILLON,

JOHN CUTTING,

40, Waterloo-road, London, S.E.

Re ROBERT WOOD, Deceased.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Robert Wood, late of Hollywell House, Armley, Leeds, in the county of York, Gentleman, deceased (who died on the 6th day of December, 1901, and whose will was proved in the District Probate Registry at Wakefield of His Majesty's High Court of Justice on the 4th day of January, 1902, by Samuel Nichols, of Nutting Grove House, Farnley, in Leeds aforesaid, Cashier (one of the executors named in the said will, the other executor named therein having renounced probate and execution thereof), are hereby required to send the particulars, in writing, of their claims or demands to me, the undersigned, Matthew Cranswick, of 26, Bond-street, in Leeds aforesaid, Solicitor, on or before the 24th day of December, 1902,

after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 18th day of November, 1902.

MATTHEW CRANSWICK, Solicitor for the said Executor.

WILLIAM MANFIELD, Deceased.

Pursuant to the Statute 22 and 23 Victoria, cap. 85, intitled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of William Mansfield, late of Ixworth, Thorpe, in the county of Suffolk, Farmer, deceased (who died on the fourth day of August, 1891, and whose will and codicils were proved by Sarah Maria Mansfield, Charles Brasnett Cordy, Samuel Wolton, and William John Mansfield, the executors therein named, on the 1st day of December, 1891, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send particulars in writing of their claims or demands to us the undersigned solicitors for the said executors on or before the 31st day of December, 1902, after which date the said executors will proceed to distribute the assets of the said deceased, amongst the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and that they will not be liable for the assets of the said deceased, or any part thereof so distributed, to any person or persons of whose claim or demand the said executors shall not have had notice at the time of such distribution.—Dated the 19th day of November, 1902.

BANKES, ASHTON and HOLLEY, 61, Abbey-gate-street, Bury St. Edmunds, Suffolk, Solicitors for the said Executors.

WILLIAM SUTCLIFFE, Deceased.

Pursuant to the Statute, 22 and 23 Victoria, cap. 35, intitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of William Sutcliffe, deceased, late of Salisbury, Rhodesia, in South Africa, Gentleman (who died on the 20th day of October, 1901, letters of administration to whose estate in England were granted on the 10th day of November, 1902, by the Principal Probate Registry to Arthur Torriano Rickards, the lawful Attorney of Robert Sutcliffe, the son of the said deceased, are hereby required to send particulars, in writing, of their debts, claims or demands to us, the undersigned, on or before the 16th day of December, 1902, after which date the said Arthur Torriano Rickards will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 15th day of November, 1902.

HILL, SON, and RICKARDS, 40, Old Broad-street, London, E.C., Solicitors for the said Administrator.

TIMOTHY CHOULER, Deceased.

Pursuant to Statute, 23 and 23 Vict., cap. 35.

ALL persons having claims against the estate of Timothy Chouler, late of 14, James-street, Covent Garden, and of 9, Holmdene-avenue, Herne Hill, in the county of London, Fruit and Potato Salesman, who died on the 8th of June, 1902, and probate of whose will was granted to Gertrude Fanny Langle, therein named, are hereby required to send particulars of such claims to us the undersigned, on or before the 1st of January, 1903, on which date the said executrix will proceed to distribute the assets of the deceased, having regard only to the claims of which she shall then have had notice.—Dated this 17th day of November, 1902.

NICHOLSON and CROUCH, 17, Surrey-street, Strand, London, W.C., Solicitors for the said Executrix.

Re ELIZABETH SUTHERLAND, Widow, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of Elizabeth Sutherland, late of 20, Morley-road, East Twickenham, in the county of Middlesex, formerly of No. 8, Ridgmount-gardens, Bedford-square (who died on the 19th day of October last, and whose will was proved on the 27th day of October, 1902, by George Martin Ayre, of 75, High-street, Perth, N.B., the sole executor therein named), are hereby required to send particulars, in writing, of their debts, claims, or demands to the undersigned, Solicitor to the said executor, on or before the 31st day of December, 1902, after which date the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims and demands of which he shall then have had notice; and that the said executor will not be liable or answerable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands the said executor shall not then have had notice.—Dated this 18th day of November, 1902.

H. SAVIDGE, 34, Walbrook, London, E.C.,
Solicitor for the said Executor.

THOMASINE COLLINS, Deceased.

Pursuant to the Statute, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Mrs. Thomasine Collins (formerly Thomasine Fitzherbert, of Swynnerton Park, Stafford, Spinster, afterwards the wife of Leonard Collins, Esquire), late of 111, Via del Tritone, in Rome (who died on the 10th day of July, 1902, and whose will, with three codicils, was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 29th day of October, 1902, by Walter Hussey Walsh, of 81, Onslow-gardens, South Kensington, London, Esquire, the surviving executor therein named), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors to the said executor, on or before the 31st day of December, 1902, after which date the said executor will proceed to distribute the assets of the said testatrix amongst the persons entitled thereto, having regard only to the debts, claims, and demands of which he shall then have had notice; and that he will not be liable for the assets, or any part thereof, so distributed, to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 18th day of November, 1902.

WITHAM, ROSKELL, MUNSTER, and WELD,
1, Gray's-inn-square, London, Solicitors for the
said Executor.

THOMAS KING NIXSON, Deceased.

Pursuant to the Statute, 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having claims against the estate of Thomas King Nixson, late of Welsh Row Head, Nantwich, in the county of Chester, deceased, who died on the 8th day of June, 1902, and whose will was proved in the District Registry at Chester of the Probate Division of His Majesty's High Court of Justice on the 13th day of August, 1902, by George Garnett and Harriett Hawkesley Nixson (the Widow), the executors therein named, are required to send full particulars, in writing, of their claims to me, the undersigned Solicitor for the said executors, on or before the 20th day of December, 1902, after which date the said executors will proceed to distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 18th day of November, 1902.

HENRY MARTIN, Hawthorn-buildings, Nant-
wich, Solicitor for the said Executors.

Re ARTHUR MAURICE ROBINSON, Deceased.

Pursuant to Act of Parliament, 22 and 23 Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Arthur Maurice Robinson, late of Charlton Manor, Knarborough, in the county of York, Esquire, deceased (who died on the 31st day of March, 1902, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High

Court of Justice on the 30th day of May, 1902, by Robert Lonsdale and Henry Claude Taylor, the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 27th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 18th day of November, 1902.

A. MOLESWORTH and WHITE, South-parade,
Rochdale, Solicitors for the said Executors.

Re JOHN WILLIAM SPURR, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vic. Cap. 35.

NOTICE is hereby given, that all creditors and other persons having claims or demands against the estate of John William Spurr, late of 70, West-parade, Huddersfield, in the county of York, Retired Accountant, deceased (who died on the 3rd day of September, 1902, and whose will was proved in the Principal Probate Registry of the High Court of Justice on the 3rd day of October, 1902, by Herbert Edward Spurr and Percy William Spurr, of Huddersfield, and Charles Rippon, of Dewsbury, the executors therein named), are hereby required to send particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said executors, on or before the 20th day of December, 1902, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 19th day of November, 1902.

WILMSHURST and STONES, Market-place,
Huddersfield, Solicitors for the said Executors.

EDWARD LEES, Deceased.

NOTICE is hereby given, pursuant to Act of Parliament, 22 and 23 Victoria, chapter 35, that all persons having any claims or demands upon or against the estate of Edward Lees, late of 8, Cresswell-grove, West Didsbury, near Manchester, in the county of Lancaster, deceased (who died on the 12th day of August, 1902, and whose will was proved by Edward Lees and John Frederick Bell, the surviving executors therein named, on the 22nd day of September, 1902, in the Manchester District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their debts or claims to the said executors, at the offices of the undersigned, their Solicitors, on or before the 6th day of January, 1903; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the said Edward Lees, deceased, amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November, 1902.

SALE, SEDDON, and CO., 29, Booth-street,
Manchester, Solicitors for the said Executors.

PERCEVAL COODE, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Perceval Coode, late of Polapit Tamar, in the county of Devon, a Captain in His Majesty's Army (who died on the 8th day of April, 1902, and of whose estate and effects letters of administration were granted by the Exeter District Registry of the Probate Division of His Majesty's High Court of Justice on the 30th day of October, 1902, to Richard Carlyon Coode and Harold Coode), are required to send, in writing, the particulars of their claims to the undersigned, on or before the 31st day of December, 1902, after which date the said administrators will proceed to distribute the assets of the said deceased having regard only to the claims of which they shall then have had notice.—Dated this 18th day of November, 1902.

SHILSORE, COODE, and CO., St. Austell, Corn-
wall, Solicitors to the said Administrators.

Mrs. MARY STEPHENS, Deceased.

Pursuant to the Statutes, 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Mary Stephens, late of 21, Walton-park, in the city of Liverpool, Widow, deceased (who died intestate on the 8th day of March, 1902, and to whose estate letters of administration were granted by the Principal Probate Registry of His Majesty's High Court of Justice on the 13th day of June, 1902, to John William Rowland, of Fishtoft, in the county of Lincoln, the natural and lawful brother and one of the next-of-kin of the said deceased, are requested to send particulars, in writing, of their claims or demands to the said John William Rowland, or to us, on his behalf, on or before the first day of December next, after which date the said John William Rowland will proceed to distribute the assets of the said intestate amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and that he will not be liable for any part of the assets so distributed to any person of whose claim he shall not then have received notice.—Dated this 19th day of November, 1902.

WAITE, MARRIS, and RICE, Boston, Solicitors
153 for the said Administrator.

Re HARRIET WHITEHALL, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of Harriett Whitehall, late of Elm Cottage, in the parish of Welshpool, in the county of Montgomery (wife of Thomas Whitehall), deceased (who died on the 1st day of April, 1902, and whose will was proved in the Principal Probate Registry of His Majesty's High Court of Justice on the 26th day of May, 1902, by Edward Green, John Bickerton, and Edward Henry Morris, the executors named in the said will), are required to send particulars, in writing, of their claims to me, the undersigned, before the 8th day of December next, after which date the executors will proceed to deal with the assets of the deceased, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets of the deceased, so dealt with, to any person of whose claim they shall not then have had notice.—Dated this 19th day of November, 1902.

MARTIN WOOSNAM, Bank-chambers, Newtown,
088 Solicitor for the said Executors.

DANIEL KING, Deceased.

Pursuant to the Statute, 22 and 23 Vic., cap. 35.

ALL persons having claims against the estate of Daniel King, late of Cintra, Albemarle-road, Beckenham, in the county of Kent, and of No. 14, St. Mary Axe, in the city of London, Shipowner, who died on the 25th day of June, 1902, and Probate of whose will was granted on the 8th day of Nov., 1902, to Ellen King, of Cintra, Albemarle-road, Beckenham, in the county of Kent, Widow, Robert Greening, of No. 60, Fenchurch-street, in the city of London, Solicitor, and Frank Herbert Walsham, of No. 2, Royal Exchange-buildings, in the city of London, Marine Insurance Broker, the executors named in the said will, are hereby required to send particulars of such claims to me, the undersigned, on or before the 15th day of January, 1903, after which date the said executors will proceed to distribute the assets of the deceased, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1902.

ROBERT GREENING, 60, Fenchurch-street,
126 London, Solicitor to the Executors.

Re HARRIET GOULD, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Harriet Gould, late of Rose Cottage, Brent Knoll, in the county of Somerset, Spinster, deceased (who died on the 21st day of October, 1902, and whose will

was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 15th day of November, 1902, by John Hutson and Frederick William Bishop, the executors therein named), are hereby required to send the particulars in writing of their claims or demands to me the undersigned Solicitor for the said executors on or before the 19th day of December, 1902, after which date the said executors will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which they shall then have had notice; and they will not be liable for the assets of the said deceased or any part thereof so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 19th day of November, 1902.

103 F. W. BISHOP, Solicitor, Bridgwater.

MATTHEW HENRY NORRIS, Deceased.

Pursuant to the Statute, 22nd and 23rd Victoria, cap. 35

NOTICE is hereby given, that all creditors and others having any claims against the estate of Matthew Henry Norris, late of Weston-super-Mare, in the county of Somerset, Gentleman, deceased (who died on the first day of May, 1901, and whose will was proved by Lydia Maria Norris and Arthur Edward Staton, the executors therein named in the District Registry attached to the Probate Division of His Majesty's High Court of Justice, at Wells, on the seventeenth day of June, 1902), are hereby required to send particulars of their claims to us on behalf of the said executors, on or before the third day of January, 1903, as after that day the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1902.

BAKER, SON, JAMES, and LILLINGTON
Weston-super-Mare, Solicitors for the said
097 Executors.

FANNY SLATER, Deceased.

Pursuant to the Statute, 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claims or demands against the estate of Fanny Slater, of Fieldgate House, Mitcham, in the county of Surrey, Widow, deceased (who died on the 11th day of May, 1902, and whose will was proved in the Principal Probate Registry of His Majesty's High Court of Justice on the 6th day of June, 1902, by Joseph Thomas Healey, of 69, Croxted-road, Herne Hill, in the county of Surrey, the sole executor named therein), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors to the said executor, on or before the 20th day of December 1902, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 20th day of November, 1902.

WRENSTED and HIND, Ormond House, Great
083 Trinity-lane, London, E.C., Solicitors for the
Executor.

ALICE CLARKE, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Alice Clarke, formerly of Douglas House, Hamilton Drive, the Park, in the city of Nottingham, but late of 134, Trent-boulevard, West Bridgford, in the county of Nottingham, Widow, deceased (who died on the 7th day of June, 1902, and whose will was proved in the Nottingham District Registry of the Probate Division of His Majesty's High Court of Justice on the 1st day of July, 1902, by Helen Beasall, of 19, Brigstock-road, Thornton Heath, in the county of Surrey, Spinster, the sole executrix therein named), are hereby requested to send the particulars, in writing, of their claims or demands to the undersigned, the Solicitors for the said executrix, on or before the first day of March, 1903, after which date the said executrix will proceed to distribute the assets of the said deceased amongst the

persons entitled thereto, having regard only to the claims and demands of which she shall then have had notice; and that she will not be liable for the assets of the said deceased, or any part thereof, so distributed, to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 20th day of November, 1902.

GREEN and WILLIAMS, Eldon - chambers,
Wheeler-gate, Nottingham, Solicitors for the
said Executrix.

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SARAH ELIZA BILLAM, Deceased.

Pursuant to the Statute, 22nd and 23rd Victoria,
chapter 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands against the estate of Sarah Eliza Billam, formerly of Whitwell, but late of Dronfield, both in the county of Derby, Spinster, deceased (who died on the 22nd day of September, 1902, and whose will was proved by Samuel Billam and James Fisher, both of Dronfield aforesaid, the executors therein named, on the 17th day of November, 1902, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to us, the undersigned, their Solicitors, on or before the 1st day of January, 1902; and notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice, and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1902.

ALDERSON, SON, and DUST, 23, Change-alley,
Sheffield and Eckington, Solicitors for the
Executors.

117

Re ROBERT HOOPER, Deceased.

Pursuant to the Act of Parliament, 22nd and 23rd Vic.,
cap. 35, intituled "An Act to further amend the Law
of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Robert Hooper, late of Halesleigh Beach-road, Weston-Super-Mare, in the county of Somerset, formerly of Redland-road, in the city of Bristol, Gentleman, deceased (who died on the 22nd day of March, 1902, and whose will, with a codicil thereto, was proved in the Principal Probate Registry of His Majesty's High Court of Justice on the 29th day of October, 1902, by Walter Busby, of 24, Throgmorton-street, in the city of London, a Member of the Stock Exchange, London, the surviving executor therein named), are hereby required to send the particulars, in writing, of their claims or demands to us, the undersigned, the Solicitors for the said Walter Busby, on or before the 19th day of December, 1902, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and he will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 18th day of November, 1902.

ROBINSON and STANNARD, Eastcheap
Buildings, 19, Eastcheap, E.C., Solicitors for
the said Executor.

113

Re FRANCIS GOULD, Deceased.

Pursuant to the Act of Parliament, 22 and 23 Vic., cap.
35, intituled "An Act to further amend the Law of
Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Francis Gould, late of 6, New-square, Lincoln's-inn, Barrister-at-Law, formerly residing at 18, Chalocrescent, Regent's Park, London, but more lately residing at 28, Burlington-road, Bayswater, London, who died on the 17th day of June, 1902 (and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 15th day of November, 1902, by Thomas Gould, the executor therein named), are required to send particulars, in writing, of their

claims to the undersigned, Solicitors to the said executor, on or before the 31st day of December, 1902, after which date the said executor will distribute the assets of the said Francis Gould amongst the persons entitled thereto, having regard only to claims of which he shall then have had notice; and notice is hereby further given that all persons indebted to the estate of the said Francis Gould are required to pay the amount of their respective debts forthwith to the undersigned Solicitors.—Dated this 18th day of November, 1902.

GOULD and COOMBE, 4, Paradise-square,
Sheffield, Solicitors to the said Executor.

127

EDWARD MILNER, Deceased.

Pursuant to Statute, 22 and 23 Victoria, cap. 35.

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Edward Milner, late of Hartford Manor, Northwich, in the county of Chester, Alkali Manufacturer (who died on the 21st day of August, 1902, and whose will was proved on the 16th day of September, 1902, in the Principal Registry of the Probate Division of His Majesty's High Court of Justice by Leonard Goldsborough King, of Chepstow-street, in the city of Manchester, Cotton Spinner, and Alfred John King, of Ingersley Vale, Bollington, in the county of Chester, Bleacher, the executors therein named), are hereby required to send in particulars of their claims or demands to us the undersigned, the Solicitors for the said executors, on or before the 31st day of December, 1902; and notice is hereby also given that after that date the said executors will proceed to distribute the assets of the deceased amongst the persons entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 19th day of November, 1902.

A. and J. E. FLETCHER, Winnington-street,
Northwich, Cheshire, Solicitors for the said
Executors.

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THOMAS TAYLOR, Deceased.

Pursuant to the Statute, 22nd and 23rd Vic., cap. 35,
intituled "An Act to further amend the Law of Prop-
erty, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Taylor, deceased, late of Prospect-villa, No. 28, Lodge-road, in the county borough of Southampton, Gentleman (who died on the 11th day of October, 1902, and whose will was proved in the Principal Registry of the Probate Division of His Majesty's High Court of Justice on the 12th day of November, 1902, by William Dale, of 100, Above Bar-street, Southampton aforesaid, Pianoforte and Musical Instrument Dealer, and Augustus Lankester, of 44, the Avenue, Southampton aforesaid, Provision Merchant, the executors named in the will), are hereby required to send full particulars, in writing, of their debts, claims, or demands to us, the undersigned, Solicitors for the said executors, on or before the 24th day of December next, at the expiration of which time the said William Dale and Augustus Lankester will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall have then had notice; and that they will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1902.

CHARLES ANSELL EMANUEL and EMANUEL,
22, Portland-street, Southampton, Solicitors for
the Executors.

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JAMES WILLIAM KIBBLE, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic.,
cap. 35, intituled "An Act to further amend the Law
of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands against the estate of James William Kibble, late of Moody-terrace, Congleton, in the county of Chester, Gentleman (who died on the 20th day of June, 1902, and

whose will was proved at the Chester District Registry of the Probate Division of His Majesty's High Court of Justice, by Henry Lister Reade, the younger executor of the will of the deceased, on the 11th day of August, 1902, are hereby required to send particulars, in writing, of their debts, claims and demands to the undersigned, on or before the 12th day of December, 1902, after the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 17th day of November, 1902.

HENRY L. READE, Congleton, Solicitor to the
119 Executor.

CHRISTOPHER CHOLMELEY PULLER, Deceased

NOTICE is hereby given, pursuant to the Statute 22 and 23 Victoria, Chapter 35, that all creditors or other persons having claims against the estate of Christopher Cholmeley Puller, late of 124, Victoria-street, Westminster, S.W. (who died on the 16th day of September, one thousand nine hundred and two, and whose will, with a codicil thereto, was proved in the Principal Probate Registry of His Majesty's High Court of Justice on the 7th day of November, one thousand nine hundred and two, by the Revd. Frederick William Puller and Colonel John Garnier, R.E., the executors named therein) are required, on or before the 22nd day of December next, to send particulars of every such claim to us, the undersigned, Solicitors for the Executors, after which date the Executors will proceed to distribute the testator's assets among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets of the said deceased, or any part thereof so distributed, to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 17th day of November, one thousand nine hundred and two.

WIGAN, CHAMPERNOWNE and PRESCOTT,
111 Norfolk House, Victoria-embankment, London, W.C., Solicitors to the said Executors.

WHEREAS by an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Emma Mary Friday, deceased, CHANDLER v. FRIDAY (1898 P. 1861), and dated the 20th January, 1899, certain enquiries were directed whether the testatrix, Emma Mary Friday (formerly of Yew-tree House, Edley, in the county of Gloucester, Spinster, who died on the 19th February, 1898) had any and what first or second cousins living at the time of her death, or at the date of her will (which is dated the 18th February, 1898); and whereas the children of Mary Markham, the wife of Thomas Ward Markham (if any) appear to be interested under the said enquiries. Notice is hereby given, that all persons claiming to be the children of the said Thomas Ward Markham and Mary, his Wife, formerly Mary Royle, Spinster, living at the date of the death of the said Emma Mary Friday, deceased, or at the date of her will, or to be the legal personal representatives of such of the said children as have since died, are, by their Solicitors, on or before the 8th January, 1903, to come in and prove their claims at the chambers of Mr. Justice Farwell and Mr. Justice Swinfen Eady, at the Royal Courts of Justice, Strand, London, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Thursday, the 15th day of January, 1903, at 11.30 o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the said claims.—Dated the 14th day of November, 1902.

J. C. FOX, Master.

NOTE.—It is alleged that the above named Thomas Ward Markham and Mary Markham formerly lived at Louth in Lincolnshire. The said Mary Markham was the daughter of Henry Royle and Jane Royle, his Wife, formerly Jane Renshaw.

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PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, made in the matter of the estate of JAMES BENSON, deceased, and in an action Herbert Cooper (on behalf of himself and all others, the creditors of the above named James Benson, deceased), against Faith Benson, the widow and executrix of the said deceased, the creditors of the said

James Benson, deceased, late of 56, Brook-road, Strand-road, Bootle, in the county of Lancaster, who died in or about the month of October, 1902, are, on or before the 24th day of December, 1902, to send by post, prepaid, to Mr. Charles Hatfield Wright, a member of the firm of Messrs. Ayrton, Badcliffe, and Wright, of 9, Cook-street, in the city of Liverpool, the Solicitor for the said Faith Benson, the executrix of the deceased, their Christian and surname, addresses and descriptions, and in the case of firms, the names of the partners and the style or title of the firm, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Registrar of the Liverpool District at his chambers, situate at 9, Cook-street, Liverpool aforesaid, on the 2nd day of January, 1903, at 11 o'clock in the forenoon, being the time appointed for the adjudication on the claims.—Dated the 17th day of November, 1902.

F. WILLIS TAYLOR, Registrar.

ROBERT CARRUTHERS, 61, Lord-street, Liver-
026 pool, Solicitor for the above named Plaintiff.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of Robert Abraham Brewster French-Brewster, deceased, and in an action, FRENCH-BREWSTER against WATSON (1902, F. 1081) the creditors of Robert Abraham Brewster French-Brewster, late of 5, Chester-square, in the county of London, and 62, Merrion-square, in the city of Dublin, and formerly of 8, Baker-street, Marylebone, in the said county of London, Esquire, who died in or about the month of May, 1901, are, on or before the 31st day of December, 1902, to send by post prepaid to Mr. Robert Todd, of 1, York-buildings, Adelphi, London, W.C., the Solicitor of the defendants, Robert Gray Watson, Robert Leigh Pemberton, and Gilbert John Smallpiece, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before Mr. Justice Joyce, at his chambers, the Royal Courts of Justice, London, on Monday, the 12th day of January, 1903, at 12 o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1902.

BEAL and PAYNE, 22, Budge-row, London, E.C.;
Agents for

075 E. BEDFORD, Newhaven, Plaintiff's Solicitor.

In the Matter of a Deed of Assignment for the benefit of Creditors, dated 18th October, 1902, executed by HENRY FORSTER ROBERTS, of 21, Denmark-place, Charing Cross, and in the county of London, Metal Caster.

NOTICE is hereby given, that all persons having any claim against the estate of the above named Henry Forster Roberts, are requested to send in particulars thereof, in writing, to me, on or before the 21st day of December, 1902, after which date I shall distribute the assets of the estate, having regard only to those claims of which I shall then have had notice.—Dated this 14th day of November, 1902.

JOHN FOSTER, Incorporated Accountant, Mor-
052 gate Station-chambers, London, E.C., the Trustee under the said Deed of Assignment.

In the Matter of a Deed of Assignment for the benefit of Creditors, dated the 6th day of August, 1902, executed by GEORGE LEWIS BIRCH, of No. 1 Bucknall New-road, and No. 1, Well street, Hanley, in the county of Stafford, Grocer and Provision Dealer.

NOTICE is hereby given, that a Dividend is intended to be declared in the above matter, and that all creditors and persons having any claim or demand against the estate must send particulars thereof to the

Trustee, Mr. Thomas William Hayes, of 24, Cheapside, Hanley aforesaid, Accountant, on or before the 8th day of December, 1902, or in default thereof they will be excluded from the benefit of such Dividend.—Dated this 18th day of November, 1902.

H. W. WORTHINGTON, 13, Albion-street,
032 Hanley, Solicitor for the Trustees.

In the Matter of a Deed of Assignment for the benefit of Creditors, executed on the 16th August, 1902, by JOHN WALTER ALLEN, of 7, Priory-road, Spalding, in the county of Lincoln, late Postmaster for Spalding aforesaid.

NOTICE is hereby given, that the creditors of the above named John Walter Allen, who have not already sent in their claims, are requested, on or before 29th November 1902, to send in their names, addresses, and the particulars of their debts or claims to me the undersigned, on behalf of the Trustee under the said deed, and to execute or assent in writing to the said deed, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th November, 1902.

CHAS. E. BONNER, Broad-street, Spalding,
067 Solicitor to the Trustee.

In the Matter of a Deed of Assignment for the benefit of Creditors, executed on the 31st day of July, 1902, by JAMES HEDGES, of 23, 24, and 25, Commercial-road, Oxford, 55, Walton-street, Oxford, and Cassington Mill, Oxon, Corn Factor.

THE creditors of the above named James Hedges, who have not already sent in their claims, are required, on or before the 10th day of December, 1902, to send full particulars thereof to James Archer, of Osney Mill, Oxford, Corn Factor, the Trustee under the said deed, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1902.

HENRY F. GALPIN, 4, George-street, Oxford,
116 Solicitor for the above named Trustee.

In the Matter of a Deed of Assignment for the benefit of Creditors, executed on the 22nd day of August, 1902, by WILLIAM HENRY WESTON, of 55, Northampton-street, Birmingham, in the county of Warwick, and Bryn Tudno, College-road, Bromsgrove, in the county of Worcester, Jeweller's Factor.

THE creditors of the above named William Henry Weston who have not-already sent in their claims, and assented to the said deed, are required to send in their names and addresses, and the particulars of their debts or claims, and their assents to the said deed, to Messrs. Allen Edwards, Chartered Accountant, and Percy Roland Hackett, Incorporated Accountant, of 90, New-street, Birmingham, the Trustees under the said deed, on or before the 30th day of November, 1902, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated the 19th day of November, 1902.

W. H. EGGINTON, 39, Bennett's-hill, Birmingham,
101 Solicitor for the said Trustees.

In the Matter of a Deed of Assignment for the benefit of Creditors, executed on the 5th day of May, 1899, by Robert Mortimer Moir, of 14, Sherbourne-lane, E.C.

THE creditors of the above named Robert Mortimer Moir who have not already sent in their claims are required, on or before the 24th day of December, 1902, to send in their names and addresses, and the particulars of their debts or claims to John Stephen Parry, of Dashwood House, New Broad-street, E.C., the Trustee under the said deed, or in default thereof they will be excluded from any benefit under the said deed.—Dated this 21st day of November, 1902.

JNO. S. PURRY, Trustee.

J. A. P. INGOLDBY, 4, Frederick's-place, Old
158 Jewry, E.C., Solicitor.

In the County Court of Worcestershire, holden at Kidderminster.

In the Matter of a Bankruptcy Petition filed the 17th day of November, 1902.

No. 13 of 1902.

To THOMAS HARVEY ADAMS, whose present address is unknown, lately residing and carrying on business as a Draper, at Manchester House, Teme-street, Tenbury, in the county of Worcester.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Lloyd's Bank Limited, of Birmingham, in the county of Warwick, and the Court has ordered that the publication of this notice in the London Gazette and in the Tenbury Advertiser newspaper, shall be deemed to be service of the Petition upon you; and further take notice that the said Petition will be heard at the Registrar's office, Church-street, Kidderminster, on the 1st day of December, 1902, at 12 noon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The Petition can be inspected by you on application at this Court.—Dated this 17th day of November, 1902. N. H. TALBOT, Registrar.

In the County Court of Middlesex, holden at Brentford.
In Bankruptcy. No. 20 of 1902.

In the Matter of a Bankruptcy Petition filed the 12th day of November, 1902.

To W. H. DICKIN, of 85, Crown-road, Twickenham, in the county of Middlesex.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Max Mayer, of 84, Hatton-garden, in the county of London, Diamond Merchant, and the Court has ordered that the publication of this notice in the London Gazette and in the Daily Telegraph, and Richmond and Twickenham Times newspapers, shall be deemed to be service of the Petition upon you; and further take notice, that the said Petition will be heard at this Court on the 28th day of November, 1902, at 10 o'clock in the forenoon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The Petition can be inspected by you on application at this Court.—Dated this 19th day of November, 1902.

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The Bankruptcy Acts, 1883 and 1890.

In the County Court of Yorkshire, holden at Bradford.
In Bankruptcy. No. 70 of 1902.

Re Arthur Holmes. Ex parte Mary Ellen Watkinson.

In the Matter of a Bankruptcy Petition filed the 19th day of November, 1902.

To ARTHUR HOLMES, of Cheapside, in the city of Bradford, and Rossmore, Ilkley, in the county of York, Solicitor.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Mary Ellen Watkinson, of 8, Wells-road, Ilkley, in the county of York, and the Court has ordered that the sending of a sealed copy of the above mentioned Petition, together with a sealed copy of the said Order by registered post addressed to you, the said Arthur Holmes, at Rossmore, in Ilkley, in the county of York, and by publication of this notice in the London Gazette and in the Yorkshire Daily Observer newspapers, shall be deemed to be service of the said Petition upon you; and further take notice, that the said Petition will be heard at this Court on the twenty-fourth day of November, 1902, at 11 o'clock in the forenoon, on which day you are required to appear, and if you do not appear the Court may make a Receiving Order against you in your absence. The Petition can be inspected by you on application at this Court.—Dated this 19th day of November, 1902.

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EDMUND LEE, Registrar.

The Bankruptcy Acts, 1861 to 1890.

In the County Court of York-hire, holden at Sheffield.
By Transfer from the Court of Bankruptcy for the Leeds District.

In the Matter of EDWIN BOOTH, a Bankrupt.

JOSEPH BINNEY, Esquire, the Registrar of the County Court of Yorkshire, holden at Sheffield, having jurisdiction in bankruptcy, and being authorized to act under a petition for adjudication of bankruptcy, filed on the 1st day of December, 1868, against Edwin Booth, of Sheffield, Pawnbroker, will sit at his chambers, situate County Court Hall, Bank-street, Sheffield aforesaid, on Wednesday, the third day of December, 1902, at eleven o'clock in the forenoon, when and where the creditors of the said bankrupt who have already proved their debts under the said petition are to attend in order to choose one or more assignee or assignees of the said bankrupt's estate and effects in the room of Henry Pickering Lister, the late assignee, who hath died.

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THE estates of ANDREW WATSON, Produce Broker, carrying on business at 13, College-street, Glasgow, and residing at 45, Melville-street, Pollokshields there, were sequestrated on the 19th November, 1902, by the Sheriff of Lanarkshire.

The first deliverance is dated the 31st October, 1902.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday, the 28th day of November, 1902, within the Faculty Hall, St. George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th March, 1903.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN E. WILSON, Writer, 49, West George-street, Glasgow, Agent.

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THE BANKRUPTCY ACTS, 1883 AND 1890.

RECEIVING ORDERS.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3733	Leveritt, Thomas Dove Cole	Perry Vale, Forest Hill, Kent, and carrying on business at 27, Chancery-lane, in the city of London, and also at 22, East-street, Brighton, Sussex	Auctioneer	High Court of Justice in Bankruptcy	Nov. 18, 1902	1192 of 1902	Nov. 18, 1902	549	Debtor's	
3734	Margetts, Alfred James	Lately carrying on business at 146, Fenchurch-street, in the city of London, but the present residence or place of business the Petitioning Creditors are unable to ascertain	Lately Tailor	High Court of Justice in Bankruptcy	Oct. 29, 1902	1109 of 1902	Nov. 19, 1902	551	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3735	Orr, Hugh Eaglesham (trading as Straus, Bros. and Sons)	53, Gracechurch-street, in the city of London, and residing at 12, Ackroyd-road, Honor Oak, Surrey	Shipping Merchant	High Court of Justice in Bankruptcy	Oct. 23, 1902	1087 of 1902	Nov. 19, 1902	550	Creditor's ...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3736	Sargeant, Samuel Nevay (trading as S. N. Sargeant and Co.)	Formerly of 19 and 21, Fore-street-avenue, but now of Wardrobe-chambers, Doctors' Commons, both in the city of London	Woollen Merchant	High Court of Justice in Bankruptcy	Aug. 8, 1902	840 of 1902	Nov. 13, 1902	548	Creditor's ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
3737	Evans, Griffith	7, High-street, Bethesda, Carnarvonshire	Butcher	Bangor	Nov. 18, 1902	55 of 1902	Nov. 18, 1902	51	Debtor's	
3738	Anderson, Adam Henry	39, Devonshire-road, Ulverston	Baker	Barrow-in-Furness and Ulverston	Oct. 27, 1902	6U of 1902	Nov. 17, 1902	5U	Creditor's ...	Sec. 4-1 (H.), Bankruptcy Act, 1883
3739	Ormrod, Henry Lewis (known professionally as Osmond Henry Lewis)	Late of 29, Pleasant-street, and now of 30, Clwyd-street, both in New Brighton, Cheshire	Theatrical Manager	Birkenhead	Nov. 15, 1902	9 of 1902	Nov. 15, 1902	8	Debtor's	
3740	Cliff, Francis Arthur (trading as F. Hazlehurst and Company)	Colonial Leather Works, 36, Gem-street, Birmingham, and residing at Hatton, both in the county of Warwick	Leather Manufacturer	Birmingham	Nov. 5, 1902	115 of 1902	Nov. 18, 1902	106	Creditor's ...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3741	Haken, Samuel	Wellsprings Inn, Sabden, near Whalley, in the county of Lancaster, lately residing at the Dog and Partridge, Clitheroe, in the said county	Beerhouse Keeper	Blackburn and Darwen	Nov. 18, 1902	15 of 1902	Nov. 18, 1902	15	Debtor's	

RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3742	Wallace, William ...	146, Manchester-road, and 25, Bridge-street, Bolton, Lancashire	Hairdresser and Tobacconist	Bolton ...	Nov. 17, 1902	54 of 1902	Nov. 17, 1902	52	Debtor's	
3743	Pearson, George ...	Scredington, Lincolnshire, previously of Sleaford, Lincolnshire	Out of business, previously Innkeeper	Boston ...	Nov. 18, 1902	13 of 1902	Nov. 18, 1902	13	Debtor's	
3744	Dobson, Georgina ...	150, Main-street, Addingham, Yorkshire, and lately carrying on business at 140, Main-street, Addingham aforesaid	Refreshment House Keeper, Spinster	Bradford ...	Nov. 17, 1902	69 of 1902	Nov. 17, 1902	67	Debtor's	
3745	Wallis, Charles William	7, Market-street, Margate, Kent ...	Butcher ...	Canterbury ...	Nov. 18, 1902	57 of 1902	Nov. 18, 1902	53	Debtor's	
3746	Taylor, George ...	36, Portmanmoor-road, Cardiff, in the county of Glamorgan, lately carrying on business at 118, Clifton-street, and 36, Portmanmoor-road, Cardiff	Fitter, lately Confectioner	Cardiff ...	Nov. 18, 1902	74 of 1902	Nov. 18, 1902	66	Debtor's	
3747	Garry, Liddell (trading as the Moor-Platt Fuel Company)	Bowness-on-Solway, Cumberland ...	Peat Manufacturer ...	Carlisle... ..	Nov. 18, 1902	18 of 1902	Nov. 18, 1902	14	Debtor's	
3748	Rogers, Charles A. ...	53, Rowallan-road, Fulham, in the county of London, lately residing or carrying on business at Central Cash Stores, Burnham-on-Crouch, in the county of Essex	Grocer and Provision Merchant	Chelmsford ...	Oct. 24, 1902	20 of 1902	Nov. 17, 1902	14	Creditor's	Sec. 4-1 (G.), Bankruptcy Act, 1883
3749	Pearson, Charles... ..	Residing at 54, Cope-street, and carrying on business at 54, Bailey-lane, both in the city of Coventry.	Engineer ...	Coventry ...	Nov. 17, 1902	26 of 1902	Nov. 17, 1902	26	Debtor's	
3750	Towle, Thomas ...	Park View House, Stapleford, Nottinghamshire	Gentleman ...	Derby and Long Eaton	Nov. 5, 1902	49 of 1902	Nov. 17, 1902	52	Creditor's	Sec. 4-1 (G.), Bankruptcy Act, 1883
3751	Drinkwater, Robert Edward	Smithies, Birstall, in the county of York ...	Joiner and Wheelwright	Dewsbury ...	Nov. 18, 1902	28 of 1902	Nov. 18, 1902	28	Debtor's	
3752	Wood, Charles Percival	120, Wellesley-road, lately Osbert House, Kent-square, both in Great Yarmouth, Norfolk	Boarding House Keeper	Great Yarmouth	Nov. 17, 1902	44 of 1902	Nov. 17, 1902	43	Debtor's	

RECEIVING ORDERS—continued.

No. 27497.

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No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
3753	Kelsall, Sydney Edward	Stanley - near - Endon, and carrying on business at the Haul Colour Works, Hamill-road, Burslem, both in the county of Stafford	Colour Manufacturer ...	Hanley ...	Nov. 18, 1902	24 of 1902	Nov. 18, 1902	14	Debtor's	
3754	Leek, Charles Walford ...	15, St. George's-terrace, Kidderminster, in the county of Worcester, and carrying on business at 29, Coventry-street, Kidderminster aforesaid	Boot and Shoe Maker ...	Kidderminster...	Nov. 17, 1902	14 of 1902	Nov. 17, 1902	11	Debtor's	
3755	Dickinson, Henry Williamson (trading as H. W. Dickinson and Company)	27, Victoria-square, in the city of Leeds ...	Cycle Dealer ...	Leeds ...	Nov. 4, 1902	116 of 1902	Nov. 17, 1902	110	Creditor's	Sec. 4-1 (A.), Bankruptcy Act, 1883
3756	Best, George Robert Moses Start	56, Thomas-street, in the city of Liverpool ...	Printer's Machine and Materials Dealer	Liverpool ...	Nov. 12, 1902	80 of 1902	Nov. 19, 1902	71	Creditor's..	Sec. 4-1 (D.), Bankruptcy Act, 1883
3757	Gallagher, Peter ... and Gallagher, Joseph (trading as P. and J. Gallagher) ...	Residing at 186, Speakman-road, St. Helen's, in the county of Lancaster Residing at 8, Morley-street, St. Helen's aforesaid At 56, Church-street, St. Helen's aforesaid ...	Wholesale and Retail Grocers	Liverpool ...	Nov. 17, 1902	84 of 1902	Nov. 17, 1902	70	Debtor's	
3758	Brooke, Herbert Henry...	Residing at Dale-road, Buxton, in the county of Derby, and carrying on business at 2, Pigot's-court, Corporation-street, in the city of Manchester	Margarine Merchant ...	Manchester ...	Nov. 17, 1902	105 of 1902	Nov. 17, 1902	82	Debtor's	
3759	Joel, Charles Augustus ...	Residing at 14, Queen's-road, Jesmond, and carrying on business at 66, New Bridge-street, both in Newcastle-on-Tyne	Auctioneer ...	Newcastle-on-Tyne	Nov. 17, 1902	57 of 1902	Nov. 17, 1902	51	Debtor's	
3760	McHugh, John Thomas...	Residing and carrying on business at 22, Dean-lane, South Shields, county of Durham, also carrying on business at 216, South Eldon-street, South Shields aforesaid	Grocer ...	Newcastle-on-Tyne	Oct. 29, 1902	52 of 1902	Nov. 17, 1902	52	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883
3761	Smith, John William ...	41, High-street, Grantham, Lincolnshire ...	Tobacconist ...	Nottingham ...	Nov. 6, 1902	62 of 1902	Nov. 19, 1902	55	Creditor's...	Sec. 4-1 (A.), Bankruptcy Act, 1883

THE LONDON GAZETTE, NOVEMBER 21, 1902.

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RECEIVING ORDERS—continued.

No.	Debtor's Name.	Address.	Description.	Court.	Date of Filing Petition.	No. of Matter.	Date of Receiving Order.	No. of Receiving Order.	Whether Debtor's or Creditor's Petition.	Act or Acts of Bankruptcy proved in Creditor's Petition.
8762	Waller, Ernest George ...	Petersfield, Hants	Farmer	Portsmouth ...	Nov. 11, 1902	33 of 1902	Nov. 11, 1902	30	Debtor's	
8763	Howlett, Robert ...	The Terrace, Gravesend, Kent	Barge Owner	Rochester ...	Oct. 23, 1902	55 of 1902	Nov. 17, 1902	40	Creditors ...	Sec. 4-1 (G.), Bankruptcy Act, 1883
8764	Knowlden, Harry ...	34, Cliffe-road, Strood, and 339, High-street, Chatham, both in Kent	Butcher	Rochester ...	Nov. 17, 1902	60 of 1902	Nov. 17, 1902	39	Debtor's	
8765	Walker, Alfred Edward	259, Regent-road, Salford, Lancashire ...	Grocer and Provision Dealer	Salford ...	Nov. 18, 1902	34 of 1902	Nov. 18, 1902	30	Debtor's	
8766	Hand, William ...	Longnor, Leebotwood, Salop	Farmer [... ..	Shrewsbury ...	Nov. 17, 1902	11 of 1902	Nov. 17, 1902	11	Debtor's	
8767	Boyle, John Taylor ...	31, Carlisle-street, Dresden, Longton, Staffordshire	Grocer and Baker ...	Stoke - upon - Trent and Longton	Nov. 17, 1902	16 of 1902	Nov. 17, 1902	12	Debtor's	
8768	French, John Samuel ...	240, Wednesbury-road, Pleck, Walsall, lately residing at 61, Navigation-street, Walsall, Staffordshire	Fruiterer	Walsall ...	Nov. 18, 1902	34 of 1902	Nov. 18, 1902	33	Debtor's	
8769	Nicklin, Christopher ...	108, Stafford-street, Walsall, Staffordshire ...	Grocer	Walsall ...	Nov. 15, 1902	33 of 1902	Nov. 15, 1902	32	Debtor's	
8770	Willers, W. F. ...	98, Longley-road, Tooting, in the county of London	Builder and Contractor	Wandsworth ...	Sept. 23, 1902	43 of 1902	Nov. 18, 1902	37	Creditor's	Sec. 4-1 (G.), Bankruptcy Act, 1883
8771	Heritage, Robert ...	Residing and carrying on business at Wickhamford, near Evesham, Worcestershire	Market Gardener ...	Worcester ...	Nov. 18, 1902	30 of 1902	Nov. 18, 1902	22	Debtor's	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Leveritt, Thomas Dove Cole	Perry Vale, Forest Hill, Kent, and carrying on business at 27, Chancery-lane, in the city of London, and also at 22, East-street, Brighton, Sussex	Auctioneer ...	High Court of Justice in Bankruptcy	1192 of 1902	Dec. 1, 1902	1 P.M.	Bankruptcy - buildings, Carey-street, London	Jan. 23, 1903	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Sargeant, Samuel Nevay (trading as S. N. Sargeant and Co.)	Formerly of 19 and 21, Fore-street-avenue, in the city of London, but now of Wardrobe-chambers, Doctor's Commons, in the city of London	Woollen Merchant	High Court of Justice in Bankruptcy	840 of 1902	Dec. 3, 1902	12 noon	Bankruptcy - buildings, Carey-street, London	Jan. 13, 1903	11.30 A.M.	Bankruptcy - buildings, Carey - street, London, W.C.	
Thorney, James Lane	35, Gadlys-road, Aberdare, Glamorganshire	Boot Dealer ...	Aberdare and Mountain Ash	22 of 1902	Nov. 28, 1902	2 P.M.	135, High - street, Merthyr Tydfil	Jan. 19, 1903	10.30 A.M.	Temperance Hall, Aberdare	Nov. 18, 1902
Anderson, Adam Henry	39, Devonshire - road, Ulverston, in the county of Lancaster	Baker ...	Barrow-in-Furness and Ulverston	60 of 1902	Nov. 28, 1902	12 noon	Sun Hotel, Ulverston	Nov. 23, 1902	2.30 P.M.	Court - house, Temperance Hall, Ulverston	Nov. 18, 1902
Alexander, John (lately carrying on business under the style of Alexander and Co.)	Bedford, Bedfordshire ...	Lately Florist, now out of business	Bedford ...	18 of 1902	Nov. 29, 1902	12.30 P.M.	Official Receiver's Office, Bridge - street, Northampton	Dec. 23, 1902	11 A.M.	Shirehall, Bedford	Nov. 18, 1902
Harvey, Talbot ..	13, St. Peter's-street, Bedford, Bedfordshire	Tobacconist ...	Bedford ...	16 of 1902	Nov. 28, 1902	12.30 P.M.	Official Receiver's Office, Bridge - street, Northampton	Dec. 23, 1902	11 A.M.	Shirehall, Bedford	Nov. 14, 1902
Thomas, E. W. ...	Hewell-road, Barnt Green, in the county of Worcester	Builder and Contractor	Birmingham ...	100 of 1902	Dec. 1, 1902	11 A.M.	174, Corporation-street, Birmingham	Dec. 18, 1902	2 P.M.	County Court, Birmingham	Nov. 18, 1902
Dobson, Georgina ..	150, Main-street, Addingham, Yorkshire, and lately carrying on business at 140, Main-street, Addingham aforesaid	Refreshment House Keeper, Spinster	Bradford ...	69 of 1902	Dec. 1, 1902	11 A.M.	Official Receiver's Chambers, 31, Manor-row, Bradford	Dec. 3, 1902	10 A.M.	County Court, Manor - row, Bradford	Nov. 19, 1902

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FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Wilson, Charles ...	Ashburton, High - road, Chiswick, Middlesex	Builder	Brentford ...	15 of 1902	Nov. 28, 1902	12 noon	Office of Official Receiver, 95, Temple-chambers, Temple - avenue, London, E.C.	Dec. 12, 1902	12 noon	Townhall, Brentford	
Clibborn, F.	12, Barnpark-terrace, Teignmouth, Devonshire, formerly of Phoenix Lodge, Montpellier Drive, Cheltenham	Widow	Cheltenham ...	12 of 1902	Nov. 28, 1902	3.15 P.M.	County-court Buildings, Cheltenham	Dec. 11, 1902	12 noon	County - court, Cheltenham	
Iddler, William Hubert.	Stoke Orchard, near Cheltenham, lately residing and carrying on business at 95, Tewkesbury-road, Cheltenham	Now out of business, lately a Baker	Cheltenham ...	17 of 1902	Nov. 28, 1902	4 P.M.	County-court Buildings, Cheltenham	Dec. 11, 1902	12 noon	County - court, Cheltenham	
Ashworth, Alfred ...	16, Goring-road, Bowes-park, Middlesex	Commercial Traveller	Edmonton ...	23 of 1902	Nov. 28, 1902	11.30 A.M.	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, London, E.C.	Dec. 15, 1902	11.30 A.M.	Court - house, Edmonton	Nov. 12, 1902
Mann, Andrew James	Ivy House, 81, Trinity-road, Wood Green, Middlesex	Builder	Edmonton ...	21 of 1902	Nov. 28, 1902	3 P.M.	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, London, E.C.	Dec. 15, 1902	11.30 A.M.	Court - house, Edmonton	Nov. 6, 1902
Lewinthal Albert (known as Albert Maurice Lambert, and trading as the London Tablet Company)	11, Cator-road, and trading at 5, the Parade, and 3, Kirkdale, all in Sydenham, Kent	... ..	Greenwich ...	30 of 1902	Nov. 28, 1902	12.30 P.M.	24, Railway - approach, London Bridge, S.E.	Dec. 16, 1902	1 P.M.	Court - house, Burney-street, Greenwich	
Staples, George William	Formerly residing and carrying on business at 39, Raymond-road, in the county borough of Leicester, now residing at 175, Western-road, Leicester aforesaid	Late Florist and General Dealer, now out of business	Leicester ...	87 of 1902	Nov. 28, 1902	3 P.M.	Office of Official Receiver, 1, Berridge-street, Leicester	Nov. 28, 1902	10 A.M.	The Castle, Leicester	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Gallager, Peter ... and Gallagher, Joseph ... (carrying on business in co-partnership together, under the style or firm of P. and J. Gallagher)	Residing at 186, Speakman-road, St. Helen's, in the county of Lancaster Residing at 8, Morley-street, St. Helen's aforesaid At 56, Church-street, St. Helen's aforesaid	Wholesale and Retail Grocers	Liverpool ...	84 of 1902	Dec. 1, 1902	2.30 P.M.	Office of Official Receiver, 35, Victoria-street, Liverpool	Dec. 11, 1902	11 A.M.	Court - house, Government-buildings, Victoria - street, Liverpool	
Anderson, Norman Middleton (trading as Anderson and Anderson)	Residing at 51, King-street, Harpurhey, Manchester, in the county of Lancaster, and carrying on business at 149, Great Ancoats - street, Manchester aforesaid	Wholesale Grocer and Provision Merchant	Manchester ...	102 of 1902	Nov. 28, 1902	3 P.M.	Official Receiver's Offices, Byrom-street, Manchester	Dec. 15, 1902	10 A.M.	Court - house, Quay - street, Manchester	Nov. 13, 1902
Jackson, Robert William	Residing at 10, Upper Oxford-street, and carrying on business at 6, Graham-street, both in South Bank, in the county of York	Plumber ...	Middlesbrough	29 of 1902	Dec. 5, 1902	12.30 P.M.	Official Receiver's Office, 8, Albert-road, Middlesbrough	Dec. 5, 1902	10.30 A.M.	Court - house, North - street, Middlesbrough	Nov. 13, 1902
Jocj, Charles Augustus	Residing at 14, Queen's-road, Jesmond, and carrying on business at 66, New Bridge-street, both in the city and county of Newcastle-on-Tyne	Auctioneer ...	Newcastle-on-Tyne	57 of 1902	Nov. 28, 1902	12.30 P.M.	Official Receiver's Offices, 80, Mosley-street, Newcastle-on-Tyne	Dec. 11, 1902	11 A.M.	The Court-house, Westgate - road, Newcastle-on-Tyne	Nov. 17, 1902

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
McHugh, Thomas	Residing and carrying on business at 22, Dean-lane, South Shields, in the county of Durham, and also carrying on business at 216, South Elton-street, South Shields aforesaid	Grocer ...	Newcastle-on-Tyne	52 of 1902	Nov. 28, 1902	12 noon	Official Receiver's Office, 30, Mosley-street, Newcastle-on-Tyne	Dec. 11, 1902	11 A.M.	The Court-house, West-gate - road, Newcastle-on-Tyne	Nov. 17, 1902
Sharp, John Albert (trading as J. A. Sharp and Co.)	Residing at 9, Henley-street, Walker, in the county of Northumberland, and carrying on business at 9, Henley-street, Walker aforesaid, and at the Coal Depot at Heaton Junction, Heaton, Newcastle-on-Tyne	Coal Merchant and General Cartman	Newcastle-on-Tyne	56 of 1902	Nov. 28, 1902	11.30 A.M.	Official Receiver's Office, 30, Mosley-street, Newcastle-on-Tyne	Dec. 11, 1902	11 A.M.	The Court-house, West-gate - road, Newcastle-on-Tyne	
Beck, Arthur John ..	17, Pitt-street, in the city of Norwich	Grocer ...	Norwich	56 of 1902	Nov. 28, 1902	3 P.M.	Official Receiver's Office, 8, King-street, Norwich	Nov. 28, 1902	11 A.M.	Shirehall, Norwich	Nov. 17, 1902
Lenox, Henry Maydwell	Late of 64, High-street, Stamford, Lincolnshire, now of 13, Maiden-lane, Stamford aforesaid	Late Grocer and Provision Dealer, now out of business	Peterborough ..	17 of 1902	Nov. 28, 1902	12 noon	Office of the Senior Official Receiver in Bankruptcy, 25, Temple-chambers, London, E.C.	Dec. 19, 1902	12 noon	Law Courts, New - road, Peterborough	Nov. 13, 1902
Gaze, Charles	Lately of the Arcade, Pontypridd, now residing at 62, Taff-street, Pontypridd, Glamorganshire	Confectioner	Pontypridd, Ystradyfodwg and Porth	31 of 1902	Dec. 1, 1902	3 P.M.	13, High-street, Merthyr Tydfil	Dec. 16, 1902	11.15 A.M.	Court - house, Pontypridd	Nov. 18, 1902
Howlett, Robert	The Terrace, Gravesend, Kent	Barge Owner	Rochester	55 of 1902	Dec. 8, 1902	11.30 A.M.	115, High-street, Rochester	Dec. 8, 1902	2 P.M.	Court - house, Kasigate, Rochester	Nov. 19, 1902
Knowlden, Harry	Residing at 34, Cliffe-road, Strood, and carrying on business at 34, Cliffe-road, Strood, and 339, High-street, Chatham, both in Kent	Butcher	Rochester	60 of 1902	Dec. 8, 1902	12 noon	115, High-street, Rochester	Dec. 8, 1902	2 P.M.	Court - house, Kasigate, Rochester	Nov. 18, 1902

FIRST MEETINGS AND PUBLIC EXAMINATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, for Summary Administration.
Neild, William Derbyshire	Residing at 185, Highfield-road, Salford, in the county of Lancaster, and carrying on business at Church-street, Pendleton, Salford aforesaid, and lately carrying on business at back of 338, Liverpool-street West, Salford aforesaid	Coach Builder and Wheelwright	Salford ...	33 of 1902	Nov. 28, 1902	2.30 P.M.	Official Receiver's Offices, Byrom-street, Manchester	Dec. 8, 1902	10.30 A.M.	Court - house, Encombe-place, Salford	Nov. 14, 1902
Hand, William	Longnor, Leebotwood, in the county of Salop	Farmer ...	Shrewsbury ...	11 of 1902	Dec. 9, 1902	10.30 A.M.	Official Receiver's Office, 42, St. John's-Hill, Shrewsbury	Dec. 9, 1902	11 A.M.	The Grand Jury Room, Shire-hall, Shrewsbury	Nov. 17, 1902
Layton, James	Station-road, Castleton, in the county of York	Potato Merchant and Commission Agent	Stockton - on - Tees	31 of 1902	Dec. 3, 1902	3 P.M.	Official Receiver's Office, 8, Albert-road, Middlesbrough	Dec. 3, 1902	10.30 A.M.	Court - house, Bridge - road, Stockton - on - Tees	
Stanton, Samuel	Bartlett-street, Darlington, in the county of Durham	Grocer ...	Stockton - on - Tees	30 of 1902	Dec. 3, 1902	3 P.M.	Official Receiver's Office, 8, Albert-road, Middlesbrough	Dec. 3, 1902	10.30 A.M.	Court - house, Bridge - road, Stockton - on - Tees	Nov. 14, 1902
Cox, Alfred Charles...	Station-road, Cakemore, in the county of Worcester, and of the Rowley Brewery, Long-lane, Cakemore aforesaid	Brewer ...	Stourbridge ...	16 of 1902	Nov. 28, 1902	12 noon	Official Receiver's Offices, 199, Wolverhampton - street, Dudley	Dec. 8, 1902	2 P.M.	Court - house, Hagley - road, Stourbridge	Nov. 20, 1902
Limebear, Robert	Danygraig Farm, Saint Thomas, in the county borough of Swansea	Farmer and Milk Vendor	Swansea ...	30 of 1902	Nov. 28, 1902	12 noon	Official Receiver's Offices, 31, Alexandra-road, Swansea	Dec. 12, 1902	11.30 A.M.	Townhall, Swansea	Nov. 19, 1902
Quittenden, Benjamin	Sundridge, Kent ...	Builder and Undertaker	Tunbridge Wells	15 of 1902	Nov. 28, 1902	3 P.M.	The Rose and Crown Hotel, Sevenoaks, Kent	Dec. 10, 1902	2.30 P.M.	Townhall, Tunbridge Wells, Kent	
Ward, J. R.	191A, Bridge-road, Battersea, in the county of London	Builder and Contractor	Wandsworth ...	46 of 1902	Nov. 28, 1902	11.30 A.M.	24, Railway - approach, London Bridge, S.E.	Dec. 11, 1902	12 noon	Court - House, Wandsworth, Surrey	

FIRST MEETINGS AND PUBLIC EXAMINATIONS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of First Meeting.	Hour.	Place.	Date of Public Examination.	Hour.	Place.	Date of Order, if any, or Summary Administration.
Lanceley, George ...	Residing and carrying on business at Newton Frodsham, in the county of Chester	Farmer	Warrington ...	12 of 1902	Dec. 5, 1902	10.45 A.M.	Court-house, Palmyra-square, Warrington	Dec. 5, 1902	11 A.M.	Court - house, Palmyra square, Warrington	Nov. 11, 1902
Heritage, Robert ...	Wickhamford, Evesham, Worcestershire	Market Gardener	Worcester ...	30 of 1902	Nov. 29, 1902	10.30 A.M.	45, Copenhagen-street, Worcester	Dec. 16, 1902	2.15 P.M.	Guildhall, Worcester	Nov. 19, 1902

NOTICE OF PUBLIC EXAMINATION.

No. 27497.

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Debtor's Name.	Address	Description.	Court.	No.	Date of Public Examination.	Hour.	Place.
Lumley, Claude Basil	The New Lyric Club, Coventry-street, in the county of London	Solicitor	High Court of Justice in Bankruptcy	1490 of 1899	Dec. 5, 1902 (Order concluding the Public Examination dated the 21st August, 1900, res- cinded by Order of Court)	11 A.M.	Bankruptcy - buildings, Carey-street, London, W.C.

ADJUDICATIONS.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Brettingham, L. F. (a member of the firm of Brettingham and Co.)	79½, Gracechurch-street, in the city of London	...	High Court of Justice in Bankruptcy	886 of 1902	Nov. 17, 1902	Aug. 22, 1902
Clark, Benjamin John (described in the Receiving Order as B. J. Clark)	11, Effra-road, Brixton, lately residing at 42, Dalberg-road, Brixton, both in the county of London	Builder...	High Court of Justice in Bankruptcy	1009 of 1902	Nov. 17, 1902	Oct. 1, 1902
Clifford, Thomas	39, Linacre-road, Willesden Green, Middlesex	...	High Court of Justice in Bankruptcy	936 of 1902	Nov. 17, 1902	Sept. 8, 1902
Easton, Percy Holland	18 and 20, Church-street, Islington, in the county of London, and Bendemere-avenue-road, Staines, Middlesex	Engineer	High Court of Justice in Bankruptcy	997 of 1902	Nov. 17, 1902	Sept. 27, 1902
Fogearde, Natale	44, Chetwynd-road, Highgate-road, in the county of London	Engine Driver, in the employ of the Midland Railway Coy.	High Court of Justice in Bankruptcy	954 of 1902	Nov. 15, 1902	Sept. 15, 1902
Halson, Ernest Croll	37, Foxley-road, Brixton, in the county of London, late of 3, Lawrence-lane, in the city of London	Law Stationer...	High Court of Justice in Bankruptcy	1064 of 1902	Nov. 18, 1902	Oct. 15, 1902
Leveritt, Thomas Dove Cole	Perry Vale, Forest Hill, Kent, and carrying on business at 27, Chancery-lane, in the city of London, and also at 22, East-street, Brighton, Sussex	Auctioneer	High Court of Justice in Bankruptcy	1192 of 1902	Nov. 18, 1902	Nov. 18, 1902
Evans, Griffith	7, High-street, Bethesda, Carnarvonshire	Butcher	Bangor	55 of 1902	Nov. 18, 1902	Nov. 18, 1902
Davis, Georgiana Virginia Pearson	62, Chaucer-road, Bedford, Bedfordshire	Widow	Bedford	17 of 1902	Nov. 19, 1902	Nov. 12, 1902
Ormrod, Henry Lewis (known professionally as Osmond Henry Lewis)	Late of 29, Pleasant-street, and now of 30, Clwyd-street, both in new Brighton, Cheshire	Theatrical Manager	Birkenhead	9 of 1902	Nov. 15, 1902	Nov. 15, 1902
Thomas, E. W.	Hewell-road, Barnt Green, in the county of Worcester	Builder and Contractor	Birmingham	100 of 1902	Nov. 18, 1902	Oct. 17, 1902
Haken, Samuel	Wellsprings Inn, Sabden, near Whalley, in the county of Lancaster, lately residing at the Dog and Partridge, Clitheroe, in the said county	Beerhouse Keeper	Blackburn and Darwen	15 of 1902	Nov. 18, 1902	Nov. 18, 1902
Wallace, William	146, Manchester-road, and 25, Bridge-street, Bolton, Lancashire	Hairdresser and Tobacconist	Bolton	54 of 1902	Nov. 17, 1902	Nov. 17, 1902
Pearson, George	Scredington, Lincolnshire, previously of Sleaford, Lincolnshire	Out of business, previously Inn-keeper	Boston	13 of 1902	Nov. 18, 1902	Nov. 18, 1902

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Dobson, Georgina	150, Main-street, Addingham, Yorkshire, and lately carrying on business at 140, Main-street, Addingham aforesaid	Refreshment House Keeper, Spinster	Bradford	69 of 1902	Nov. 17, 1902 ..	Nov. 17, 1902
Green, William Percy (described in the Receiving Order as Percy Green)	238, High-street, Brentford, Middlesex... ..	Pawnbroker	Brentford	13 of 1902	Nov. 18, 1902 ...	Sept. 15, 1902
Griffith, J. H. R.	81, Marine-parade, Brighton, Sussex	Major on Reserve of Officers of His Majesty's Army	Brighton	61 of 1902	Nov. 18, 1902 ...	July 22, 1902
Tupper, Ernest Du Solei	Grainfold, near Billingshurst, Sussex, late of 482, Holloway-road, London	Farmer	Brighton	89 of 1902	Nov. 19, 1902 ...	Sept. 13, 1902
Brain, Gilbert	Hanham-road, Kingswood, in the county of Gloucester ...	Builder	Bristol	52 of 1902	Nov. 17, 1902 ...	Oct. 29, 1902
Wallis, Charles William	7, Market-street, Margate, Kent	Butcher	Canterbury	57 of 1902	Nov. 18, 1902 ...	Nov. 18, 1902
Taylor, George	36, Portmanmoor-road, Cardiff, in the county of Glamorgan, lately carrying on business at 118, Clifton-street, and 36, Portmanmoor-road, Cardiff	Fitter, lately Confectioner	Cardiff	74 of 1902	Nov. 18, 1902 ...	Nov. 18, 1902
Garry, Liddell (trading as the Moor-Platt Fuel Company)	Bowness-on-Solway, Cumberland	Peat Manufacturer	Carlisle	18 of 1902	Nov. 18, 1902 ...	Nov. 18, 1902
Pearson, Charles	Residing at 54, Cope-street, and carrying on business at 54, Bailey-lane, both in the city of Coventy	Engineer	Coventry	26 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Drinkwater, Robert Edward	Smithies, Birstall, in the county of York	Joiner and Wheelwright	Dewsbury	28 of 1902	Nov. 18, 1902 ..	Nov. 18, 1902
Foulsham, Edward Thomas	Denmark-road, Lowestoft, Suffolk	Managing Director of Foulshams Limited	Great Yarmouth ...	40 of 1902	Nov. 17, 1902 ...	Oct. 28, 1902
Wood, Charles Percival	120, Wellesley-road, lately Osbert House, Kent-square, both in Great Yarmouth, Norfolk	Boarding-house Keeper	Great Yarmouth ...	44 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Kelsall, Sydney Edward	Stanley, near Endon, and carrying on business at the Hamil Colour Works, Hamil-road, Burslem, both in the county of Stafford	Colour Manufacturer... ..	Hanley	24 of 1902	Nov. 18, 1902 ..	Nov. 18, 1902
Benn, Josiah	Bowness-on-Windermere, Westmorland	Boot and Shoe Maker	Kendal	10 of 1902	Nov. 19, 1902 ...	Oct. 18, 1902

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ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Position.
Leek, Charles Walford	15, St. George's-terrace, Kidderminster, in the county of Worcester, and carrying on business at 29, Coventry-street, Kidderminster aforesaid	Boot and Shoe Maker	Kidderminster	14 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Culbard, Arthur Dingwall Fordyce (lately carrying on business alone as Arthur Culbard and Co.)	Residing at Shire Lodge, Ainsdale, near Southport, in the county of Lancaster, and lately carrying on business alone at A 24, Exchange-buildings, Liverpool, in the said county	Merchant and Commission Agent ...	Liverpool	71 of 1902	Nov. 19, 1902 ...	Oct. 8, 1902
Scott, William Guthrie, and Scott, Thomas Herbert (lately trading as Scott Brothers)	Both residing at 57, Hope-street, in the city of Liverpool At 64, Stanley-street, Liverpool aforesaid	Stationers	Liverpool	77 of 1902	Nov. 17, 1902 ...	Oct. 25, 1902
Brooke, Herbert Henry	Residing at Dale-road, Buxton, in the county of Derby, and carrying on business at 2, Pigots-court, Corporation-street, in the city of Manchester	Margarine Merchant	Manchester	105 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Joel, Charles Augustus	Residing at 14, Queen's-road, Jesmond, and carrying on business at 66, New Bridge-street, both in Newcastle-on-Tyne	Auctioneer	Newcastle-on-Tyne	57 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Sharp, John Albert (trading as J. A. Sharp and Co.)	Residing at 9, Henley-street, Walker, Northumberland, and carrying on business at 9, Henley-street aforesaid, and at the Coal Depôt, at Heaton Junction, Heaton, Newcastle-upon-Tyne	Coal Merchant and General Cartman	Newcastle-on-Tyne...	56 of 1902	Nov. 18, 1902 ...	Nov. 14, 1902
Waller, Ernest George	Petersfield, Hants	Farmer	Portsmouth	33 of 1902	Nov. 11, 1902 ...	Nov. 11, 1902
Knowlden, Harry	34, Cliffe-road, Strood, and 339, High-street, Chatham, both in Kent	Butcher	Rochester	60 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Walker, Alfred Edward	259, Regent-road, Salford, Lancashire	Grocer and Provision Dealer ...	Salford	34 of 1902	Nov. 18, 1902 ...	Nov. 18, 1902
Farris, George	Coombe Bissett, Wiltshire	Engineer	Salisbury	5 of 1902	Nov. 17, 1902 ...	Oct. 24, 1902
Royle, John Taylor	31, Carlisle-street, Dresden, Longton, Staffordshire	Grocer and Baker	Stoke-upon-Trent and Longton	16 of 1902	Nov. 17, 1902 ...	Nov. 17, 1902
Nioklin, Christopher	108, Stafford-street, Walsall, Staffordshire	Grocer	Walsall	33 of 1902	Nov. 15, 1902 ...	Nov. 15, 1902

ADJUDICATIONS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Date of Filing Petition.
Woolley, Thomas	Residing in lodgings in Bloxwich-road, Walsall, Staffordshire	Commisson Agent	Walsall	32 of 1902	Nov. 18, 1902 ...	Nov. 11, 1902
Pardy, James R.	Late of 8, Richmond-mansions, South Kensington, in the county of London, now of 13, Ranelagh-avenue, Barnes, in the county of Surrey	... ..	Wandsworth	25 of 1902	Aug. 30, 1902 ...	June 6th, 1902
Heritage, Robert	Residing and carrying on business at Wickhamford near Evesham, Worcestershire	Market Gardener	Worcester	30 of 1902	Nov. 18, 1902 ...	Nov. 18, 1902
Liddiatt, Joseph William	98, Trinity-road, and 75, St. James-road, Upper Tooting, in the county of London	Builder	Wandsworth	32 of 1902	Oct. 29, 1902 ...	July 7, 1902
Dundas, Lawrence Charles... ..	Residing at and Governor of His Majesty's Prison, Maidstone, Kent	... ..	Maidstone	14 of 1902	Nov. 3, 1902 ...	Oct. 10, 1902
Bather, Frederick	Lately carrying on business and residing at Morda near Oswestry, in the county of Salop	Miller	Wrexham	12 of 1902	Nov. 10, 1902 ...	Oct. 8, 1902

ORDERS ON APPLICATIONS TO APPROVE COMPOSITION OR SCHEME.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Nature of Scheme or Composition sanctioned or Order made.
Duncan, George Thomson (a member of the firm of G. T. Duncan and Co.) (Separate Estate)	9, Rangoon-street, in the city of London	Tobacco Broker ...	High Court of Justice in Bankruptcy	600 of 1902	Nov. 13, 1902	Composition of 7s. 6d. in the pound to be paid to all unsecured creditors in respect of all provable debts payable on the approval by the Court of the Composition arrangement, and secured by deposit with the Official Receiver of the amount required prior to the application to the Court to approve the Composition. Preferential debts and all proper fees, costs, charges, and expenses to be paid and secured in like manner. The assets of the debtor be deemed to be the property of the party making the above deposit to be forthwith transferred and assigned to such party. Receiving Order made against G. T. Duncan and Co. discharged so far as regards the separate estate of the said George Thomas Duncan, he being a member of the firm of the said G. T. Duncan and Co.
Turner, Cooper (trading as Henry Turner)	171, Newhall-road, in the city of Sheffield	Grocer and Beer Retailer	Sheffield ...	37 of 1902	Nov. 6, 1902	Payment in priority to all other debts of all debts directed to be so paid in the distribution of the property of a bankrupt, including rent owing by him, shall be made in full forthwith on the approval of the Court being obtained. Payment of all the proper costs, charges and expenses of and incidental to the proceedings, and all fees and percentages payable to the Official Receiver and the Board of Trade shall be made forthwith on the approval of the Court being obtained. Composition to be paid as hereinafter mentioned on all provable debts. Ten shillings in the pound forthwith on the approval of the Court being obtained. Payment of the Composition to be guaranteed to the satisfaction of the Official Receiver

NOTICES OF INTENDED DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustees.	Address.
Adams, Roland and Poynter, James Gorringe (trading as Adams and Poynter) ...	Residing at the Plas, Chingford, Essex Residing at 23, Boulevard-mansions, Balham, Surrey 45 and 48, Gutter-lane, Cheapside, in the city of London	Soft Goods Merchants	High Court of Justice in Bankruptcy	1047 of 1902	Dec. 5, 1902 ...	Alfred Lister Blow ...	28, King-street, Cheapside, E.C.
Goodall, Frederick ...	62, Avenue-road, St. John's Wood, in the county of London	Artist	High Court of Justice in Bankruptcy	778 of 1902	Dec. 6, 1902 ...	Frederick Seymour Salaman	1, Oxford-street, Cannon- street, London, E.C.
Helbert, Frederick de Courcy (described in the Receiving Order as F. de C. Helbert de Helbert)	The Naval and Military Club, 94, Piccadilly, and the Bath Club, 34, Dover-street, in the county of London	A Major in the Royal Fusiliers, city of London Militia Regiment.	High Court of Justice in Bankruptcy	38 of 1902	Dec. 6, 1902 ...	G. W. Chapman, Offi- cial Receiver	Bankruptcy - buildings, Carey-street, London, W.C.
Newham, Robert	6, Marmora-road, Honor Oak, in the county of London, lately carrying on business at 42, Crutched Friars, in the city of London	Corn and Flour Factor (late- ly carrying on business in co-partnership with Lat- ham Mensworth Ramford, now deceased)	High Court of Justice in Bankruptcy	1087 of 1901	Dec. 5, 1902 ... (proofs for debts contracted by Robert New- ham person- ally)	J. Stewart Mallam ...	30, Moorgate-street, E.C.
Rogers, Edward Beau- champ, and Rogers, Henry Norman Everard (lately carry- ing on business as Rogers Brothers)	Ashleigh House, Barnet, Hertfordshire Norton Lodge, America-road, Weybridge, Surrey At 21, Mincing-lane, in the city of London	Colonial Brokers	High Court of Justice in Bankruptcy	1272 of 1901	Dec. 6, 1902 ...	Stephen Pagden Child	42, Poultry, in the city of London
Rogers, Edward Beau- champ (Separate Estate)	Lately residing at Ashleigh House, Barnet, Hertfordshire	Lately carrying on business in copartnership with Henry Norman Everard Rogers, under the style of Rogers Brothers, Colonial Brokers	High Court of Justice in Bankruptcy	1272 of 1901	Dec. 6, 1902 ...	Stephen Pagden Child	42, Poultry, in the city of London
Rogers, Henry Norman Everard (Separate Estate)	Lately residing at Norton Lodge, America-road, Weybridge, Surrey	Lately carrying on business in copartnership with Ed- ward Beauchamp Rogers, under the style of Rogers Brothers, Colonial Brokers	High Court of Justice in Bankruptcy	1272 of 1901	Dec. 6, 1902 ...	Stephen Pagden Child	42, Poultry, in the city of London

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Tarrant, Walter, and Buckworth, Henry Charlton (trading together as Nops Electrotype Agency)	19, Ludgate-hill, and 1, 2, and 3, Creed-lane, in the city of London	Electrotype Agents ...	High Court of Justice in Bankruptcy	21 of 1901	Dec. 6, 1902 ...	George White ...	14, Old Jewry-chambers, London, E.C.
Tarrant, Walter ... (Separate Estate)	73, Croydon-road, Anerley, and 19, Ludgate-hill, and 1, 2, and 3, Creed-lane, E.C.	Electrotype Agent ...	High Court of Justice in Bankruptcy	21 of 1901	Dec. 6, 1902 ...	George White ...	14, Old Jewry-chambers, London, E.C.
Abbott, William Henry ... (Separate Estate)	Allhalland-street, Bideford, Devonshire ...	Cabinet Maker, trading with William Abbott as W. Abbott and Son	Barnstaple ...	2 of 1902	Dec. 3, 1902 ...	George Philpott, Official Receiver	5B, Hammet-street, Taunton
Coaker, Edwin ...	Berrynarbor, Devonshire, lately residing and carrying on business at Ilfracombe, Devonshire	Builder ...	Barnstaple ...	15 of 1901	Dec. 6, 1902 ...	George Philpott, Official Receiver	5B, Hammet-street, Taunton
Pountney, Edwin (trading as F. Richards)	15, the Broadway, and 43, High-street, Ealing, Middlesex	Draper ...	Brentford ...	6 of 1902	Dec. 6, 1902 ...	Thomas Edward Good-year	99, Cheapside, London, E.C.
Cowley, Daniel (carrying on business as E. and A. Cowley, and as D. Cowley)	64, Waterloo-street, Hove, Sussex, and carrying on business at the said address as E. and A. Cowley, and at Powis-road, Brighton, in the said county, as D. Cowley	Baker and Confectioner ...	Brighton ...	94 of 1902	Dec. 8, 1902 ...	E. W. J. Savill, Official Receiver	4, Pavilion - buildings, Brighton
Evershed, Sampson ...	4 and 5, Upper Saint James-street, Brighton, Sussex	Butcher ...	Brighton ...	97 of 1902	Dec. 10, 1902 ...	E. W. J. Savill, Official Receiver	4, Pavilion - buildings, Brighton
Lindsay, Amos Joseph ...	18, The Drove, Preston, Brighton, Sussex ...	Engine Fitter ...	Brighton ...	31 of 1902	Dec. 8, 1902 ...	E. W. J. Savill, Official Receiver	4, Pavilion - buildings, Brighton
Parsons, Richard ...	Hermitage-road, Coalville, Leicestershire ...	General Dealer ...	Burton-on-Trent ...	11 of 1900	Dec. 6, 1902 ...	Frederick Stone, Official Receiver	47, Full-street, Derby
Carruthers, James, and Carruthers, Joseph (carrying on business under the style or firm of J. and J. Carruthers)	Challoner-street, Cockermouth 84, Main-street, Cockermouth	Tailors and Outfitters ...	Cockermouth and Workington	5 of 1902	Dec. 5, 1902 ...	Kighley J. Hough, Official Receiver	34, Fisher-street, Carlisle
Newton, Charles ...	Vicarage-road, Newmarket, in the county of Cambridge	Fishmonger and General Dealer	Cambridge ...	12 of 1902	Dec. 5, 1902 ...	Howard W. Cox, Official Receiver	5, Petty-Cury, Cambridge

NOTICES OF INTENDED DIVIDENDS—continued.

No. 27497.

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Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Hunt, William (trading as William Hunt and Company)	Greenstreet, in the county of Kent	Grocer and Draper	Canterbury	30 of 1902	Dec. 6, 1902 ...	Worsfold Mowl ...	68, Castle-street, Canterbury
Thomas, John	Plasparke, Llanwinio, Carmarthenshire	Farmer	Carmarthen	20 of 1902	Dec. 6, 1902 ...	Thomas Thomas, Official Receiver	4, Queen-street, Carmarthen
Jones, John Wilkinson	Residing and carrying on business at the Royal Hotel, Long Eaton, in the county of Derby	Licensed Victualler	Derby and Long Eaton	9 of 1901	Dec. 8, 1902 ...	Thomas Henry Harrison	23, Wardwick, Derby
Wood, Emma	Malt Shovel Inn, Wirksworth, Derbyshire	Licensed Victualler and Farmer, a Married Woman, trading separately from her Husband	Derby and Long Eaton	3 of 1902	Dec. 6, 1902 ...	Frederick Stone, Official Receiver	47, Full-street, Derby
Rogers, Thomas (trading as Thomas Rogers and Sons)	Caxton-buildings, Mirfield, in the county of York	Printer, Stationer, and News-agent	Dewsbury	19 of 1902	Dec. 8, 1902 ...	Walter Dawson, Chartered Accountant	Dewsbury
Rix, Frederick	21, St. Leonard's-road, Bexhill, Sussex, lately residing at 29 Station-road, Bexhill aforesaid, and lately carrying on business at the Victoria Nursery, Victoria-road, Bexhill aforesaid	Lately a Nurseryman, now a Greengrocer	Hastings	22 of 1902	Dec. 10, 1902 ...	E. W. J. Savill, Official Receiver	4, Pavilion - buildings, Brighton
Saunders, George Alfred	295, Woodbridge-road, Ipswich, Suffolk	Grocer and Baker	Ipswich	22 of 1902	Dec. 6, 1902 ...	Frederick Messent, Official Receiver	36, Princes-street, Ipswich
Chapman, Charles Henry	11, Grant-place, Roundhay-road, in the city of Leeds	Builder	Leeds	119 of 1901	Dec. 5, 1902 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Dalby, Henry	Carrying on business at 4, George-street, lately residing at 5, Vickers-road, Harehills, and now at 34, Bayswater-row, Roundhay-road, all in the city of Leeds	Leather Cutter	Leeds	108 of 1902	Dec. 10, 1902 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Horsman, Edward	Residing in lodgings at 28, Boroughgate, Otley, in the county of York, and carrying on business at 25A, New Market, Otley aforesaid	Boot and Shoe Maker	Leeds	101 of 1902	Dec. 11, 1902 ...	John Bowling, Official Receiver	22, Park-row, Leeds
Rider, James	6, South-parade, and residing at 8, Beech Grove-terrace, both in the city of Leeds	Solicitor	Leeds	70 of 1902	Dec. 12, 1902 ...	John Bowling, Official Receiver	22, Park-row, Leeds

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Dove, Samuel ... (Deceased)	Late Humberstone Gate, Leicester	Late Furniture Dealer	Leicester	28 of 1902	Dec. 5, 1902 ..	John Gulson Burgess, Official Receiver	1, Berridge-street, Leicester
Shearing, Alfred	The Old Greyhound, Billesdon, Leicestershire...	Licensed Victualler	Leicester	73 of 1902	Dec. 5, 1902 ...	John Gulson Burgess, Official Receiver	1, Berridge-street, Leicester
Hailwood, Augustine (formerly carrying on business in partnership with his Father under the style of Hailwood and Son)	Formerly residing and carrying on business at 100, Fairfield-street, Manchester, now resid- ing at 51, Higher Ardwick, Manchester	Formerly Baker, now Baker's Assistant	Manchester	61 of 1902	Dec. 6, 1902 ...	Christopher Jenkins Dibb	Official Receiver's Offices, Byrom-street, Manchester
Anderson, David T.	148c, Westgate-road, Newcastle-on-Tyne ..	Tailor	Newcastle-on-Tyne	6 of 1901	Dec. 2, 1902 ...	John Martin Winter ...	16, Market-street, New- castle
Cairns, Alexander	Loughend, Berwick-upon-Tweed	Farmer	Newcastle-on-Tyne	50 of 1902	Dec. 5, 1902 ...	John Grant Gibb n. Official Receiver	30, Mosley-street, New- castle-on-Tyne
Kent, Arthur	Woburn Sands, Buckinghamshire	Wheelwright	Northampton	29 of 1887	Dec. 6, 1902 ...	Alfred Ewen, Official Receiver	Bridge-street, Northampton
Oudhard, James	2, Goat-lane, in the city of Norwich	Grocer and Hardware Merchant	Norwich	50 of 1902	Dec. 6, 1902 ...	H. P. Gould, Official Receiver	8, King-street, Norwich
Lambert, Thomas (trading as Thomas Lambert and Co.)	4, Western-terrace, the Park, trading at Platt- street, and Coalpit-lane, all in Nottingham	Hosiery Manufacturer	Nottingham	9 of 1902	Dec. 6, 1902 ...	Thomas Leman ... and Edward Harlow ..	1, Peter's Church-walk, Nottingham Grosv-nor-chambers, King- street, Nottingham
Thorpe, William Henry	High-street, St. Albans	Ironmonger, a Member of the firm of Thorpe and Collings, carrying on business at High-street, aforesaid	St. Albans	3 of 1898	Dec. 3, 1902 ...	Alfred Long Field ..	Howard-chambers, Bedford
Bradshaw, John	Manor Farm, Eddlethorpe, near Malton, in the county of York	Farmer	Scarborough	5 of 1902	Dec. 5, 1902 ...	Donald Sween Mackay, Official Receiver	74, Newborough, Scar- borough
Ripley, Harry (trading as the Hillsbrough Bakery)	Late of Wadsley House, and 246, Penistone- road, Sheffield, also trading at Tresswell- crescent, Hillsbrough, Sheffield	Builder, Contractor, and Brick Manufacturer and Baker	Sheffield	52 of 1900	Dec. 11, 1902 ...	John William Best ..	20, Bank-street, Sheffield

NOTICES OF INTENDED DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Last Day for Receiving Proofs.	Name of Trustee.	Address.
Bayliss, Lewis	Residing at Ridding-lane, Wednesbury, and carrying on business at Brunswick Park-road, Wednesbury aforesaid, as F. Terrill and Co., and at Ridding-lane, Wednesbury aforesaid, in the partnership firm of Lewis Bayliss and Co., and also carrying on business at 110, Cannon-street, London, E.C., as Corawell and Co., and at 1 and 2, Bucklersbury, in the city of London, as the Thames Electrical Manufacturing Co.	Electrical Accessories Manufacturer	Walsall.	7 of 1902	Dec. 6, 1902 ...	Willis Richard Davies	63, Temple-row, Birmingham
Young, John	Residing at 1, Wood-villas, Tettenhall Wood, in the county of Stafford, and carrying on business at 29, Cleveland-street, Wolverhampton, in the said county	Brass Cabinet Lock Maker and Brass Caster	Wolverhampton	5 of 1902	Dec. 6, 1902 ...	Samuel Wells Page, Official Receiver	30, Lichfield-street, Wolverhampton

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NOTICES OF DIVIDENDS.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or otherwise.	When Payable.	Where Payable.
Berry, Frederick Herbert	17, Long Acre, in the county of London ...	Licensed Victualler ...	High Court of Justice in Bankruptcy	1324 of 1901	4 $\frac{1}{8}$ d.	First and Final	Any day (except Saturday) between the hours of 11 and 2	Bankruptcy-buildings, Carey-street, London, W.C.
Blake, E. J. P. ...	Rockhills, Sydenham... ..	...	High Court of Justice in Bankruptcy	489 of 1902	7s. 6d.	Composition	Any day (except Saturday) between the hours of 11 and 2	Bankruptcy-buildings, Carey-street, London, W.C.
Croker, William ...	82, Cannon-street, formerly also of 47, Old Broad-street, both in the city of London, and residing at 24, the Avenue, Brondesbury, Middlesex	Hat Manufacturer ...	High Court of Justice in Bankruptcy	953 of 1902	5s.	First	Nov. 27, 1902 ...	Office of Trustee, Mr. T. E. Goodyear, 99, Cheapside, London, E.C.
Lea, Edward, the younger	248, Gipsy-road, West Norwood, Surrey ..	Fancy Draper and Milliner	High Court of Justice in Bankruptcy	346 of 1902	6s. 10d.	First and Final	Dec. 1, 1902 ...	Offices of Beecroft, Sons and Nicholson, 12, Wood-street, Cheapside, London, E.C.
Maxwell, Joseph Renner (Deceased)	Late of Cape Coast Colony, West Africa, and carrying on business at various places in the city of London unknown to the petitioning creditors, who died at sea off the West Coast of Africa	Barrister-at-Law...	High Court of Justice in Bankruptcy	470 of 1902	6s.	First	Any day (except Saturday) between the hours of 11 and 2	Bankruptcy-buildings, Carey-street, London, W.C.
Peter, Henry Vincent and Evans, Matthew Henry (trading under the style of Peter and Evans)	464, 466, and 470, Brixton-road, and 2, 6, 10, 12, and 14, Tunstall-road, Brixton, in the county of London	Drapers	High Court of Justice in Bankruptcy	759 of 1902	10s.	First	Dec. 3, 1902 ...	Offices of Messrs. Josolyne, Miles, and Blow, 28, King-street, Cheapside, London, E.C.
Tarring, William ...	24, Farringdon-street, in the city of London	Coffee and Dining Room Keeper	High Court of Justice in Bankruptcy	39 of 1902	3d.	Second and Final	Dec. 1, 1902 ...	52, Gracechurch-street, London, E.C.
Davies, Margaret Jane ...	18, Rachel-street, Aberdare, in the county of Glamorgan	Grocer	Aberdare and Mountain Ash	6 of 1901	3s. 11 $\frac{1}{2}$ d.	First and Final	Nov. 28, 1902 ...	Official Receiver's Offices, 135, High-street, Merthyr Tydfil
Abbott, William, and Abbott, William Henry (trading as W. Abbott and Son)	Allhalland-street, Bideford, Devonshire ...	Cabinet Makers	Barnstaple	2 of 1902	1s. 10 $\frac{1}{2}$ d.	First and Final	Nov. 26, 1902 ...	Official Receiver's Office, 5B, Hammet-street, Taunton

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or otherwise.	When Payable.	Where Payable.
Harris, George	Silsoe, Bedfordshire	Farmer	Bedford	12 of 1902	5½d.	First and Final	Nov. 26, 1902	Official Receiver's Office, Bridge-street, Northampton
Frankland, Francis Ambrose	Eastwood-villas, Lytham, in the county of Lancaster, carrying on business at 1, Queen-street, Accrington, and 26, Dean-street, South Shore, Blackpool, in the said county	Solicitor	Blackburn and Darwin (transferred from Preston)	16 of 1901	9d.	First and Final	Dec. 1, 1902... ..	Office of the Trustee, 16, Richmond-terrace, Blackburn
Gill, William	The Grove, Earby, Yorkshire	Joiner and Mill Proprietor	Bradford	31 of 1902	10¼d.	First and Final	Dec. 1, 1902... ..	Official Receiver's Chambers, 31, Manor-row, Bradford
Kaye, Uriah	Late of Yorkshire Bank-chambers, Bradford, and Bank House, Micklethwaite, Hingley, in the county of York	Wool Merchant	Bradford	38 of 1901	1½d.	First and Final	Dec. 1, 1902... ..	Office of the Trustee, Halifax Commercial Bank-chambers, Bradford
Birkett, Thomas William	Haltwhistle, Northumberland	Grocer and Ironmonger	Carlisle	3 of 1902	2s. 1½d.	First and Final	Dec. 8, 1902... ..	24, Grainger-street West, Newcastle-on-Tyne
Blackburn, Thomas	Lion and Tigris Inn, Bradshaw-street, Derby	Innkeeper... ..	Derby	36 of 1901	7s. 2½d.	First and Final	Dec. 4, 1902... ..	Offices of the Trustee, J. N. Nutt, 3, Market-place, Derby
Whiteley, Frederick and Whiteley, Henry (trading as Frederick Whiteley and Co.)	Anchor Mill, Batley	Woollen and Worsted Manufacturers and Merchants	Dewsbury	1 of 1902	2s. 9½d.	Second and Final	Dec. 5, 1902... ..	Offices of Armitage and Norton, Market-place, Dewsbury
Whiteley, Frederick (Separate Estate)	Anchor Mill, Batley, and Healey-lane, Batley	Woollen and Worsted Manufacturer and Merchant	Dewsbury	1 of 1902	20s.	First and Final	Dec. 5, 1902... ..	Offices of Armitage and Norton, Market-place, Dewsbury
Whiteley, Henry... (Separate Estate)	Anchor Mill, Batley and Bridge-street, Batley	Woollen and Worsted Manufacturer and Merchant	Dewsbury	1 of 1902	20s.	First and Final	Dec. 5, 1902... ..	Offices of Armitage and Norton, Market-place, Dewsbury
Sahl, Robert Edwin Vonder (trading as The Cycle Manufacturing Co.)	London-road, Bognor, and East-street, Selsey, Sussex	Cycle Agent	Hastings	90 of 1901	4s. 1d.	First and Final	Nov. 25, 1902	1, St. James's-square, Manchester

NOTICES OF DIVIDENDS—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Pound.	First, or Final, or otherwise.	When Payable.	Where Payable.
Sizer, Albert William ... and Sizer, Thomas Richard (carrying on business in copartnership under the style or firm of Sizer Bros.)	Hull-road, Hessle, in the East Riding, in the county of York 11, Franklin-street in the city and county of Kingston-upon-Hull At 203 High-street, and at the Tower Oil Mill, Dansom-lane, both in Kingston- upon-Hull aforesaid	Seed Crushers	Kingston-upon-Hull	13 of 1899	3s. 1 ¹ / ₂ d.	Second and Final	Dec. 1, 1902...	George Alfred Gale, Royal Insurance-Buildings, Bowl- alley-lane, Hull, Chartered Accountant
Bishop, Henry	64, Welford-road, Leicester	Fishmonger	Leicester	32 of 1902	3s. 3d.	First and Final	Nov. 29, 1902 ...	Official Receiver's Office, 1, Bridge-street, Leicester
Perry, John	Beckett Factory, Mill-road, and 54, Dera- gate, Northampton	Boot and Shoe Manu- facturer	Northampton ..	14 of 1902	2s. 6d.	First	Dec. 1, 1902...	St. Giles-chambers, North- hampton
Barker, James	Now residing at 138, Radford-boulevard, Nottingham, lately residing and carrying on business at Moor Farm, Wyaston-road, Ashbourne, Derbyshire	Carter, lately Farmer ..	Nottingham... ..	51 of 1901	3s. 2d.	First and Final	Dec. 6, 1902 ...	Official Receiver's Office, 4, Castle-place, Park-street, Nottingham
Davies, Evan	Quarry-road, Penrhiwceiber, Glamorgan- shire	Contractor	Pontypridd, Ystrady- fodwg, and Porth	33 of 1899	1s. 9 ³ / ₄ d.	Supple- mental	Nov. 28, 1902 ...	Official Receiver's Offices, 135, High-street, Merthyr Tydfil
Davies, Hugh	Brithwenydd-road, Trealaw, Glamorgan- shire	Builder	Pontypridd	8 of 1891	1s. 9 ³ / ₄ d.	Supple- mental	Nov. 28, 1902 ...	Official Receiver's Offices, 135, High-street, Merthyr Tydfil
Davies, John Rees	Ynysbwl, near Pontypridd, Glamorgan- shire.	Formerly Butcher, now of no occupation	Pontypridd	30 of 1886	2s. 1 ³ / ₄ d.	Supple- mental	Nov. 28, 1902 ...	The Official Receiver's Offices, 135, High-street, Merthyr Tydfil
Jolly, Walter	32, Avenham-lane, Preston, Lancashire ...	Butcher	Preston	23 of 1902	7s. 11 ¹ / ₂ d.	First and Final	Nov. 28, 1902 ...	Official Receiver's Offices, 14, Chapel-street, Preston
Skelton, Jennie Caroline	15, High-street, Lewisham, in the county of London, and late of Pickford Nursery, Bexley Heath, in the county of Kent	Fruit Grower, a married woman, carrying on business separate and apart from her husband	Rochester	35 of 1901	1s. ² / ₈ d.	Supple- mental	Dec. 1, 1902...	Offices of Messrs. Trayton P. Child and Son, Chartered Accountants, 42, Poultry, in the city of London
Whittaker, Ambrose ...	20, Dobbin-lane, Clough Fold, in the county of Lancaster	Lately Manager of the Newchurch Slipper Co., limited, now Secretary for the said Company	Rochdale	4 of 1902	2s. 3 ³ / ₈ d.	First and Final	Nov. 28, 1902 ...	Official Receiver's Offices, Greaves-street, Oldham

NOTICES OF DIVIDENDS—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Amount per Found.	First, or Final, or otherwise.	When Payable.	Where Payable.
Hunt, William	15, Fentonville-street, in the city of Sheffield	Furnace Builder and Contractor	Sheffield	17 of 1902	5s. 10d.	First and Final	Nov. 26, 1902 ...	Official Receiver's Offices, Figtree-lane, Sheffield
Unsworth, Ernest	Waterside Mills, Disley, Cheshire	Paper Stainer	Stockport	13 of 1898	4s. 1d.	First and Final	Nov. 28, 1902 ...	Official Receiver's Offices, 23, King Edward-street, Macclesfield
Allum, Otto	Bath-lane, and previously of Port Tennant-road, both in the county borough of Swansea, and carrying on business at Quay Parade, Swansea aforesaid	Seaman's Outfitter	Swansea	13 of 1902	3s. 4d.	First and Final	Nov. 27, 1902 ...	Offices of the Official Receiver in Bankruptcy, 31, Alexandra-road, Swansea
Currey, Eleanor Annie Elizabeth	Thurlow, Bath-road, Swindon, Wilts, lately residing at 14, Milton-road, Swindon aforesaid	Schoolmistress, Widow...	Swindon	10 of 1902	6½d.	First and Final	Nov. 29, 1902 ...	Official Receiver's Offices, 38, Regent-circus, Swindon
Mercer, Dercy Watson	9, Regent-circus, Swindon, in the county of Wilts.	Newsagent and Fancy Dealer	Swindon	13 of 1902	1s. 6½d.	First and Final	Nov. 29, 1902 ...	Official Receiver's Offices, 38, Regent-circus, Swindon
Cherry, Henry Thomas	Late 145, High-street, Uxbridge, Middlesex	Corn and Seed Factor	Windsor	8 of 1901	1s. 1d.	Third and Final	Dec. 8, 1902... ..	107, Wool Exchange, Coleman-street, London, E.C.
Jackson, Lawrence Henry	24, Market-street, Maidenhead, in the county of Berks	Butcher	Windsor	7 of 1902	1s. 5½d.	First and Final	Nov. 26, 1902 ...	Office of Official Receiver, 95, Temple-chambers, Temple-avenue, London, E.C.

APPLICATIONS FOR DEBTORS' DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.
Cave, Edward Jarvis	3, Buckingham-gate, and 38, Marlborough-mansions, Cannon-hill, Hampstead, both in Middlesex, and residing at Midgham, near Fordingbridge, Hants	Builder	High Court of Justice in Bankruptcy	540 of 1900	Dec. 10, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Helliwell, Alfred Williamson	The George and Dragon Public House, Buckingham-street, Fitzroy-square, in the county of London	Licensed Victualler	High Court of Justice in Bankruptcy	79 of 1902	Dec. 11, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Prail, Frank (trading under the style or name of Edward Prail)	27, Percy-street, Tottenham Court-road, carrying on business at 12, New Inn-yard, Tottenham Court-road, both in the county of London	Cabinet Maker	High Court of Justice in Bankruptcy	925 of 1899	Dec. 12, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Robertson, George Constable	10, Lesly-street, Barnsbury; lately residing at 13, Grey Coat-gardens, Westminster, S.W., and 114, Kennington-road, S.E., and 72, Gloucester-street, Pimlico, S.W., and lately carrying on business as Brewers, Green Mews, James-street, Westminster, and Cartwright Mews, Westminster, and 33, Grey Coat-street, Westminster, all in the county of London	Veterinary Surgeon	High Court of Justice in Bankruptcy	925 of 1900	Dec. 9, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Wales, Charles Henry (described in the Receiving Order as C. Wales)	2, Barolay-road, Walthamstow, Essex	Builder	High Court of Justice in Bankruptcy	1506 of 1899	Dec. 9, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Wildy, Frederick Charles	Residing and carrying on business at 1A, Upper Belsize-terrace, Belsize Park, Hampstead, Middlesex	Builder and Decorator	High Court of Justice in Bankruptcy	296 of 1902	Dec. 9, 1902, 11 A.M., Bankruptcy-buildings, Carey-street, London, W.C.
Bentley, Charles Edward	Residing in lodgings at Glyn Ucha, Talycafn, near Conway, Carnarvonshire	Artist	Bangor	42 of 1901	Jan. 12, 1903, 12 noon, Magistrate's Room, Bangor
Bentley, Susan Jane	Residing in lodgings at Glyn Ucha, Talycafn, near Conway, Carnarvonshire	Spinster	Bangor	41 of 1901	Jan. 12, 1903, 12 noon, Magistrate's Room, Bangor
Fitch, William Bowers (lately carrying on business as W. B. Fitch and Co.)	38, Lee-road, Lee, Kent, lately carrying on business at Glenville-grove, Deptford, Kent	Glass Manufacturer	Greenwich	31 of 1901	Jan. 9, 1903, 11 A.M., Court-house, Burney-street, Greenwich
Rees, James Price	Now residing at Holme Leigh, Millers Dale, Derbyshire, but lately at Elsinore, Park-avenue, Southport, and now carrying on business at 42, Whitworth-street, Manchester	General and Shipping Merchant	Manchester	46 of 1901	Jan. 9, 1903, 10 A.M., Court-house, Quay-street, Manchester

APPLICATIONS FOR DEBTORS' DISCHARGE—continued.

No. 27497.

3 D

Debtor's Name.	Address.	Description.	Court.	No.	Day Fixed for Hearing.
Fear, Wilson	Colne, in the county of Huntingdon	Basket Maker	Peterborough ...	36 of 1893	Jan. 20, 1903, 12 noon, Law Courts, New-road, Peterborough
Jenkinson, John Neveson	57, Pasture-road, Goole, Yorkshire	Grocer and Provision Dealer	Wakefield	5 of 1901	Dec. 16, 1902, 12 noon, Court- house, Wood-street, Wakefield
<i>The following Amended Notice is substituted for that published in the London Gazette of the 18th November, 1902.</i>					
Harding, Edward	45, Kingston-road, Buckland, Landport, Hants	Cycle Dealer	Portsmouth	44 of 1897	Dec. 11, 1902, 12 noon, Court- house, St. Thomas-street, Ports- mouth

ORDERS MADE ON APPLICATIONS FOR DISCHARGE.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Weitzel, William Frantzman	2, Marsham-street, in the city of Westminster	Tobacconist and Hairdresser	High Court of Justice in Bankruptcy	1157 of 1897	Oct. 28, 1902	Discharge suspended for two years. Bankrupt to be discharged as from 28th October, 1904. Public Examination concluded 9th November, 1897	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; and had continued to trade after knowing himself to be insolvent
Binns, Abraham ...	Formerly residing at Boldshay Farm, Northowram, in the county of York, and lately residing at Kitchen-lane, Queensbury, in the parish of Clayton, in the said county, but now of Well Head, Queensbury aforesaid	Farmer and Wool-sorter	Bradford ...	36 of 1894	Oct. 28, 1902	Discharge suspended for two years. Bankrupt to be discharged as from 28th October, 1904	Bankrupt's assets were not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosed his business transactions and financial position within the three years immediately preceding his bankruptcy; and had continued to trade after knowing himself to be insolvent
Greaves, Joseph ...	Lodge Hill Farm, Ossett, in the county of York	Farmer	Dewsbury	18 of 1899	Oct. 15, 1902	Discharged subject to the following condition:—That the bankrupt before the signing of this Order, consent to Judgment being entered against him in the County Court of Yorkshire, holden at Dewsbury, by the Official Receiver, for the sum of £5, being part of the balance of the debts provable in the bankruptcy, which is not satisfied at the date of this Order	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclose his business transactions and financial position within the three years immediately preceding his bankruptcy; and had failed to account satisfactorily for the deficiency of assets to meet his liabilities
Richardson, William Henry	Gretton, in the county of Northampton	Cake Agent	Leicester ...	51 of 1899	Oct. 22, 1902	Suspended for three years	Proof of facts mentioned in sec. 8, sub-sec. 3 (A.), (B.), (E.), and (K.), Bankruptcy Act, 1890

ORDERS MADE ON APPLICATIONS FOR DISCHARGE—*continued.*

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Sutcliffe, Alfred ...	23, Clarendon - road, South Shore, Blackpool, and carrying on business at 26, Lytham-street, and 1A, Police-street, Blackpool, in the county of Lancaster	Ironmonger ...	Preston ...	7 of 1899	Oct. 28, 1902	Discharge granted, but suspended two years. Debtor to be discharged as and from 28th October, 1904	Bankrupt's assets are not of a value equal to 10s. in the pound on the amount of his unsecured liabilities; that he had omitted to keep such books of account as sufficiently disclose his business transactions and financial position within three years immediately preceding his bankruptcy; had continued to trade after knowing himself to be insolvent; and had contracted debts provable in the bankruptcy without having at the time of contracting them any reasonable or probable grounds of expectation of being able to pay them
Marsden, Thomas Hulme	Residing at 131, Buxton-road, Stockport, Cheshire, and trading at Robert-street, Heaton Norris, Lancashire	Brushmaker...	Stockport...	12 of 1894	Oct. 17, 1902 (conditional Order of Discharge made on 7th February, 1902, re-voked)	Discharge suspended for two years from 7th February, 1902	Proof of facts named in sec. 8, sub-sec. 3 (A.), (B.), and (E.) Bankruptcy Act, 1890
Southard, Francis Charles	Residing at 51, New-road, in the county borough of Southampton, and carrying on business at the same address, and at Kent-street, Northam, Southampton aforesaid	Cycle Factor	Southampton	16 of 1897	Oct. 14, 1902 (Order varying Order made 15th April, 1902)	Immediate Discharge granted under power reserved by Order of 15th April, 1902, on payment of 10s. in the pound	
Bentley, George Herbert	Residing at 63, Cross-lane, Earlestown, in the county of Lancaster, and now carrying on business at 8, Grafton-street, Earlestown aforesaid, but formerly at 18, Market-street, Earle-town aforesaid	Electrical Engineer	Warrington	7 of 1900	Oct. 23, 1902	Immediate Discharge granted	

3 D 2

ORDERS MADE ON APPLICATIONS FOR DISCHARGE—continued.

Debtor's Name.	Address.	Description.	Court.	No.	Date of Order.	Nature of Order made.	Grounds named in Order for refusing an Absolute Order of Discharge.
Woodiwiss, Abraham	6, Princes-street, South-end, Essex	Builder and Contractor (carrying on business in copartnership with Joseph Bullock, under the style or firm of Bullock and Woodiwiss, Builders and Contractors)	Chelmsford	13 of 1889	Oct. 15, 1902	Discharge suspended for three days. Bankrupt to be discharged as from 18th October, 1902	Bankrupt had omitted to keep such books of account as are usual and proper in the business carried on by him and as sufficiently disclose his business transactions and financial position within the period he was trading immediately preceding his bankruptcy; and had for a certain period continued to trade after knowing himself to be insolvent

The following Amended Notice is substituted for that published in the London Gazette of the 11th November, 1902.

ADJUDICATIONS ANNULLED.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Adjudication.	Date of Annulment.	Grounds of Annulment.
Hughes, John	Derwen Deg, Tregarth, Bangor, Carnarvonshire	Quarryman	Bangor	5 of 1894	Feb. 28, 1894	Sept. 15, 1902	Creditors have been paid the amounts of their debts in full by the Bankrupt.
<i>The following Amended Notice is substituted for that published in the London Gazette of the 14th November, 1902.</i>							
Keane, Georgina Alice	Staincliffe, Granville-road, Eastbourne, Sussex	Widow	Eastbourne and Lewes	11 of 1897	Dec. 17, 1897	Nov. 6, 1902	Approval of a Scheme of Arrangement by the Court

APPOINTMENTS OF TRUSTEES.

Debtor's Name.	Address.	Description.	Court.	No.	Trustee's Name.	Address.	Date of Certificate of Appointment.
Raphael, Lewis Phillip, and Raphael, Harry Lewis (trading in partnership and described in the Receiving Order as Raphael, Son, and Co.) ..	23A, Australian-avenue, in the city of London	Importers	High Court of Justice in Bankruptcy	948 of 1902	Moore, Edward Cecil	3, Crosby-square, London, E.C.	Nov. 17, 1902
Barker, Louis	8, Tenant-street, Derby, Derbyshire	Provision Dealer	Derby and Long Eaton	44 of 1902	Nutt, Joseph Nathaniel	3, Market-place, Derby, Incorporated Accountant	Nov. 18, 1902
Haigh, Ezra (trading as E. Haigh and Co.)	Residing at 24, Manor-street, Newsome-road, Huddersfield, and carrying on business at King's Mill, Huddersfield, in the county of York	Worsted Manufacturer	Huddersfield	21 of 1902	Wheawill, Charles ...	Imperial-arcade, Huddersfield aforesaid, Chartered Accountant	Nov. 17, 1902
Ehrlich, Aron (lately trading under the style of Aron Ehrlich and Co.)	Now residing at 31, Broughton-lane, Lower Broughton, Salford, and lately carrying on business at 17, Nicholas-street, Manchester, and formerly at 4, Union-street, Church-street, Manchester	Cotton Goods Merchant and Commission Agent	Manchester	81 of 1902	Spencer, Norman ...	15, High-street, Manchester, Chartered Accountant	Nov. 19, 1902
Hill, Frank	Pigeon House Farm, Kinver, in the county of Stafford	Farmer	Stourbridge	13 of 1902	Percy, Albert Ernest	Priory-street, Dudley, Chartered Accountant	Nov. 14, 1902

NOTICES OF RELEASE OF TRUSTEES.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Brown, William Henry...	103, Redcliffe-street, and Redcliffe-hill Works, Redcliffe-hill, Bristol	School Furnisher ...	Bristol ...	30 of 1897	Edwin John Richards	28, Baldwin-street, Bristol	Chartered Accountant	Sept. 25, 1902
Powell, John, and Mansfield, William (trading in copartnership as Powell and Mansfield) ...	75, Diana-street, Cardiff 2, Alfred-street, Cardiff	Builders and Contractors	Cardiff ...	67 of 1900	Charles Edwin Dovey	31, Queen-street, Cardiff	Chartered Accountant	Sept. 25, 1902
Peterkin, Albert Gordon	45, High-street, Northwich, Cheshire	Stationer and Printer	Nantwich and Crewe	8 of 1900	Charles James Hughes	Central Offices, Witton-street, Northwich, Cheshire	Auctioneer and Valuer	Sept. 25, 1902
Hastings, James ...	8, Saint Mary-street, Hartlepool, in the county of Durham	Fisherman ...	Sunderland ...	4 of 1902	James A. Longden	25, John-street, Sunderland	Official Receiver ...	Nov. 3, 1902
Hastings, Matthew ...	17, Wells-yard, Hartlepool, in the county of Durham	Fisherman ...	Sunderland ...	5 of 1902	James A. Longden	25, John-street, Sunderland	Official Receiver ...	Nov. 3, 1902
Jepps, Henry Charles ...	1, Mowbray-terrace, Sunderland, in the county of Durham	Average Adjuster ...	Sunderland ...	17 of 1900	James A. Longden	25, John-street, Sunderland	Official Receiver ...	Nov. 3, 1902
Hoare, William Henry ...	131, Pentre Estyll, formerly of and carrying on business at 428, Neath-road, Swansea, in the county of Glamorgan	Mason, late,* Laver Bread Merchant	Swansea ...	30 of 1901	Thomas Thomas ...	31, Alexandra-road, Swansea	Official Receiver in Bankruptcy	Nov. 3, 1902
Newbould, Joseph Cooper	61, Cromwell-street, in the county borough of Swansea	Late Brick Manufacturer, now Commission Agent	Swansea ...	22 of 1901	Thomas Thomas ...	31, Alexandra-road, Swansea	Official Receiver in Bankruptcy	Nov. 3, 1902
Pearce, Archibald Vincent	The Bell Inn, Bishop's Lydeard, Somersetshire	Licensed Victualler ...	Taunton ...	6 of 1901	George Philpott ...	5B, Hammet-street, Taunton	Official Receiver ...	Nov. 7, 1902
Griffiths, Frederick ...	Tallistown, Cwm, near Ebbw Vale, Monmouthshire	Ironmonger and Furniture Dealer	Tredegar ...	19 of 1901	William Daniel Lewes	135, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 3, 1902
Hill, John ...	11, Morgan-street, Tredegar, Monmouthshire	Boot Manufacturer and Retailer	Tredegar ...	5 of 1902	William Daniel Lewes	135, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 3, 1902
Manning, Francis ...	68 and 115, High-street, Blaina, Monmouthshire	Boot Dealer, and Boot Repairer	Tredegar ...	4 of 1902	William Daniel Lewes	135, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 3, 1902

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Phillips, Job	71, High-street, Blaenavon, Monmouthshire	Draper	Tredegar	11 of 1901	William Daniel Lewes	135, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 3, 1902
Snook, James	147, King-street, Brynmawr, Brecknockshire	Ironmonger, and General Dealer	Tredegar	15 of 1901	William Daniel Lewes	135, High-street, Merthyr Tydfil	Official Receiver ...	Nov. 3, 1902
Craze, William	Moor Grove, Lelant, Cornwall ...	Horse Dealer	Truro... ..	3 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Nov. 3, 1902
Glidden, Mary Banbury	Newlyn East, Cornwall	Pork Butcher, Wife of Richard Glidden, Labourer, trading apart from her said Husband, and having a Separate Estate	Truro... ..	7 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Nov. 3, 1902
Mitchell, Frank	Grampond, Cornwall	Builder... ..	Truro... ..	5 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Nov. 3, 1902
Mitchell, Joseph... ..	Commercial-square, Newquay, St. Columb Minor, Cornwall	Hairdresser and Tobaccoist	Truro... ..	10 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Nov. 3, 1902
Smith, William	Redruth, Cornwall	Coach Builder... ..	Truro... ..	14 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver ...	Nov. 3, 1902
Stevens, James Thomas	Mylor, Cornwall	Farmer	Truro... ..	11 of 1902	G. Appleby Jenkins	Boscawen-street, Truro	Official Receiver	Nov. 3, 1902
Robinson, William ...	118, High-street, Tonbridge, Kent	Tailor	Tunbridge Wells ...	14 of 1901	Alexander Mackintosh	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Nov. 3, 1902
Broadhurst, Thomas ...	129, Wolverhampton-street, Walsall, Staffordshire	Saddler... ..	Walsall	22 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 3, 1902
Davies, William	The Home Farm, Smallwood Manor, Uttoxeter, lately residing and carrying on business at Oak House, Shenstone, near Lichfield, both in Staffordshire	Stockman	Walsall	9 of 1902	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 7, 1902
Hubbard, Alfred Sleight	62, Wednesbury-road, Walsall, and carrying on business at 27, Arcade, and lately residing at 27, Arcade, and carrying on business at 8, Bridge-street, all in Walsall, Staffordshire	Milliner	Walsall	5 of 1902	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 3, 1902

NOTICES OF RELEASE OF TRUSTEES—continued.

No. 27497.

3 E

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Hunt, E.	20, West Bromwich-street, Walsall, and lately carrying on business at 91, Bridge-street, Walsall, Staffordshire	Tailor	Walsall	13 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 3, 1902
Kingston, Thomas James	High-street, Brownhills, Staffordshire	Boot Dealer	Walsall	17 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 7, 1902
Patterson, Samuel ...	Residing at 30, Newland-street, carrying on business at 43a, Stafford-street, lately residing at 16, Vicarage-street, all in Walsall, Staffordshire	Draper's Traveller and Egg and Butter Dealer	Walsall	30 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 7, 1902
Hickmott, Henry (trading as Hickmott and Co.)	Residing and carrying on business at 3, The Exchange, Upper Richmond-road, Putney, London	Tailors	Wandsworth	73 of 1901	Alexander Mackintosh	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Nov. 7, 1902
Ricketts, Alfred John ...	6, Alphonsus-road, Clapham-park-road, and 10 and 10a, Park-place, Clapham-park-road, lately residing at 87, Elm-park, Brixton-hill, and lately carrying on business at 142, Brixton-hill, all in the county of London	Carriage Builder ...	Wandsworth	63 of 1901	Alexander Mackintosh	24, Railway-approach, London Bridge, S.E.	Official Receiver ...	Nov. 3, 1902
Tayleur, A. C.	37, Lancaster-park, Richmond, Surrey	Gentleman	Wandsworth	41 of 1896	A. Mackintosh ...	24, Railway Approach, London Bridge	Official Receiver ...	Nov. 7, 1902
Maries, John Henry ...	10, Henley-street, Stratford-on-Avon, Warwick shire	Musician, Dealer in Musical Instruments and Music	Warwick	4 of 1901	Edward Thomas Peirson	17, Hertford - street, Coventry	Official Receiver ...	Nov. 3, 1902
James, Frederick	26, St. Outhbert-street, Wells, in the county of Somerset	Baker	Wells	8 of 1901	Frank Lowson Clark	Baldwin-street, Bristol ...	Official Receiver ...	Nov. 3, 1902
Porter, Robert Harvey ...	Peacock Farm, Westhay, in the parish of Meare, in the county of Somerset	Farmer	Wells	2 of 1901	Frank Lowson Clark	Baldwin-street, Bristol ...	Official Receiver ...	Nov. 3, 1902
Element, Walter... ..	36, Junction-street, Brades, Oldbury, in the county of Worcester	Labourer	West Bromwich	18 of 1901	Luke Jesson Sharp	174 Corporation-street, Birmingham	Official Receiver ...	Nov. 3, 1902

NOTICES OF RELEASE OF TRUSTEES—continued.

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Newton-Mason, Arthur Claude Howard	Residing and carrying on business at 113, High-street, West Bromwich	Chemist and Druggist	West Bromwich ..	23 of 1901	Luke Jesson Sharp	174 Corporation-street, Birmingham	Official Receiver ...	Nov. 3, 1902
Phillips, John	Dortmouth-street, West Bromwich, in the county of Stafford	Coat Factor	West Bromwich ...	16 of 1901	Luke Jesson Sharp	174, Corporation-street, Birmingham	Official Receiver ...	Nov. 3, 1902
O'Donnell, James Joseph	Lately carrying on business at The Hawthorns, Hindley, Lancashire, now of no permanent address, being a prisoner in H.M. Prison at Walton, Liverpool, Lancashire	Surgeon	Wigan	2 of 1902	Thomas H. Winder	19, Exchange - street, Bolton	Official Receiver ...	Nov. 3, 1902
Adkins, Archibald Charles (trading as Archie and Co.)	12, Victoria-street, Wolverhampton, in the county of Stafford, and residing at 12, Victoria-street, Wolverhampton aforesaid	Boot Dealer	Wolverhampton ...	38 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 3, 1902
Hart, William Henry ...	Residing at Jeff's-buildings, Saint Ann's-road, Willenhall, in the county of Stafford, formerly carrying on business at the same address, and formerly residing at 35, Upper Lichfield-street, Willenhall aforesaid	Journeyman Carpenter, formerly Builder	Wolverhampton ...	14 of 1902	Samuel Wells Page	30, Lichfield-street Wolverhampton	Official Receiver ...	Nov. 7, 1902
Winney, Frederick Edward	Residing and carrying on business at 17, Chapel Ash, Wolverhampton, in the county of Stafford	Painter and Decorator	Wolverhampton ...	43 of 1901	Samuel Wells Page	30, Lichfield-street, Wolverhampton	Official Receiver ...	Nov. 7, 1902
Butt, Thomas	Prior's-court, Callow, Worcestershire	Farmer	Worcester	24 of 1893	Luke Jesson Sharp...	45, Copenhagen - street, Worcester	Official Receiver ...	Nov. 3, 1902
Higinbotham, Frederick	Dibdale Farm, Audenshaw, near Manchester, in the county of Lancaster, lately carrying on business and residing at Perthillywdion (otherwise Perthi) Ruthin, in the county of Denbigh	Farmer	Wrexham	9 of 1901	Llewelyn Hugh - Jones	Crypt-chambers, Chester	Official Receiver ...	Nov. 7, 1902

NOTICES OF RELEASE OF TRUSTEES—*continued.*

Debtor's Name.	Debtor's Address.	Debtor's Description.	Court.	No. of Matter.	Trustee's Name.	Trustee's Address.	Trustee's Description.	Date of Release.
Prince, Edward (the elder)	Residing with his son, Charles Prince, at 13 and 14, Wrexham-road, Poolmouth, near Wrexham, Denbighshire	Labourer	Wrexham	12 of 1901	Llewelyn Hugh - Jones	Crypt-chambers, Chester	Official Receiver ...	Nov. 7, 1902
Roberts, Thomas ...	Queen-square, Rhosymedre Denbighshire	Mineral Water Manufacturer	Wrexham	11 of 1901	Llewelyn Hugh - Jones	Crypt-chambers, Chester	Official Receiver ...	Nov. 7, 1902
Thorpe, Arthur William	Rockholme, Clifton, in the city of York	Manure and Cake Merchant's Traveller	York	12 of 1902	Donald Mackay Sween	The Red House, York ...	Official Receiver ...	Nov. 3, 1902

3 E 2

ADMINISTRATION ORDER IN THE CASE OF DECEASED DEBTOR.

Name of Deceased.	Late Address	Late Description.	Date of Death.	Court.	No. of Matter.	Date of Order	Date of Petition or Application for Transfer.	Act or Acts of Bankruptcy, if any, committed by Deceased within three months before the date of his Decease.	Whether Will or other Testamentary Disposition (with date thereof), or Letters of Administration.	Date when proved or granted.
Day, Charles ...	Manor Farm, Preston, Sussex	Brake Proprietor	Oct. 4, 1902	Brighton	106 of 1902	Nov. 17, 1902	Nov. 4, 1902 (Petition)	... ..	Will	Nov. 3, 1902

Pursuant to the Acts and Rules, notices to the above effect have been received by the Board of Trade.

JOHN SMITH, Inspector-General in Bankruptcy.

THE COMPANIES ACTS, 1862 TO 1900.
FIRST MEETINGS.

Name of Company.	Address of Registered Office.	Court.	Number.	Date of First Meeting.	Hour.	Place.
H. and J. Semple Limited	52, Gloucester-place, Liverpool	Liverpool	4 of 1902	Creditors, Dec. 1, 1902 ... Contributories, Dec. 1, 1902	12 noon 12.30 P.M.	Official Receiver's Offices, 35, Victoria-street, Liverpool Official Receiver's Offices, 35, Victoria-street, Liverpool

NOTICE OF INTENDED DIVIDENDS.

Name of Company.	Address of Registered Office.	Court.	Number.	Last Day for Receiving Dividends.	Name of Liquidator.	Address.
Morgan David and Company Limited ...	13, Park-street, Southwark, in the county of Surrey	High Court of Justice	0086 of 1902	Dec. 6, 1902 ...	William Izard	52, Gracechurch-street, London, E.C.

NOTICE OF DIVIDEND.

Name of Company.	Address of Registered Office.	Court.	No.	Amount per Pound.	First, or Final, or Otherwise.	When Payable.	Where Payable.
The West Australian (Gold District) Trading Corporation Limited	28, Basinghall-street, London, E.C.	High Court of Justice	00270 of 1896	1s. 2½d.	Second and Final	Any day (except Saturday) between 11 and 2)	Official Receiver's Offices, 33, Carey-street, Lincoln's-inn, W.C.

Pursuant to the Companies (Winding-up) Act, 1900, and the Rules thereunder, notices to the above effect have been received by the Board of Trade
 JOHN SMITH, Inspector-General in Companies Liquidation.

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