

property of the Railway Company and lands of Mr. Samuel Sharp, thence in a north-easterly direction along the eastern side of the carriage-road across the Thames Haven Branch of the London, Tilbury, and Southend Railway, to the northern fence of the railway, thence in a south-easterly direction along the fence or boundary between the property of the London, Tilbury, and Southend Railway Company and lands of Mr. Samuel Sharp, to the River Thames, at a point two hundred and eighty yards to the eastward of the new pier at Thames Haven, which space is coloured green on the plan thereof deposited at the Privy Council Office, copies whereof are deposited at the Offices of the Clerk of the Peace for the county of Essex, and of the Metropolitan Board of Works.

- (2.) The landing-place which is commonly called Odams's Wharf, and which is hereinafter referred to as landing-place No. (2.) and for this purpose shall be defined to be as follows (that is to say):—

All that space on the Plaistow Marshes, near the Victoria Docks, in the parish of West Ham and county of Essex, bounded on the north-eastern side, for a distance of two hundred yards or thereabouts, by the old line of tramway or railway from London to North Woolwich, on the south-western side, for a distance of two hundred yards or thereabouts, by the River Thames, on the north-western side by premises used as a sugar bakery, in the occupation of Mr. James Duncan, and on the south-eastern side by the wall forming the north-western boundary of the premises in the occupation of the London Wharfing and Warehousing Company, which space is coloured pink on the plan thereof deposited at the Privy Council Office, copies whereof are deposited at the Offices of the Clerk of the Peace for the county of Essex, and of the Metropolitan Board of Works.

- (3.) The Victoria Docks, which is hereinafter referred to as landing-place No. (3.) and for this purpose shall be defined to be as follows (that is to say):—

All that space situated at the Victoria Docks, in the parish of West Ham, in the county of Essex, bounded on a portion of its south-western side by the River Thames, and on all other sides and parts by a line commencing on the River Thames at the North-west Pier of the Entrance Lock of the Victoria Docks, and running in an easterly and northerly direction along the boundary fence of the Victoria Docks, to the extreme north-western corner of the Dock property, near the Tidal Basin Station of the North Woolwich Railway, thence eastwards for a distance of three hundred and seven yards along a continuation of the said boundary fence, to the north-western corner of the Tobacco Warehouse, thence in a southerly direction by a straight line along the western wall of the Tobacco Warehouse, and along the eastern wall of the Tidal Basin, and by a continuation of the same straight line to the fence forming the southern boundary of the Dock premises, thence in a westerly direction along the last-mentioned fence to

the River Thames, at the South-east Pier of the Entrance Lock of the Victoria Docks, which space is coloured green on the plan thereof deposited at the Privy Council Office, copies whereof are deposited at the Offices of the Clerk of the Peace for the county of Essex, and of the Metropolitan Board of Works.

And the Lords of the Council do hereby prescribe as follows:—

1. The cattle landed at the landing-place No. (1.), when removed therefrom, shall be removed by the following route, namely:

By the London, Tilbury, and Southend Railway to Forest Gate, near Stratford, thence by the Great Eastern Railway to the Metropolis;

And the cattle landed at the landing-place No. (2.), when removed therefrom, shall be removed by the following route, namely:

Along a siding of the North Woolwich Railway, which is part of the Great Eastern Railway, to the Barking-road Station, thence by the Great Eastern Railway to the Metropolis;

And the cattle landed at the landing-place No. (3.), when removed therefrom, shall be removed by the following route, namely:

Along sidings running direct on to the North Woolwich Railway, which is part of the Great Eastern Railway, to the Barking-road Station, thence by the Great Eastern Railway to the Metropolis;

2. All foreign cattle so conveyed by railway, shall be brought along the said railways without stopping, and shall be discharged, from the trucks in which they have been conveyed, at a station or place within one thousand yards of the Metropolitan Cattle Market, at Islington, and shall be driven immediately, upon being so discharged, to such market, or to the lairs belonging thereto, or to such other lairs as may be licensed by the Privy Council for the reception of such cattle.

3. All cattle within the limits of the several landing-places before-mentioned, shall be deemed to be foreign cattle, and shall be in all respects subject to the provisions of this Order in relation thereto.

4. This Order shall take effect from and immediately after the fourth day of November, one thousand eight hundred and sixty-seven, and all regulations relative to the landing of foreign cattle within the Port of London in force at the date of this Order shall remain in force until this Order takes effect.

*Arthur Helps.*

At the Council Chamber, Whitehall, the 11th day of October, 1867.

By the Lords of Her Majesty's Most Honourable Privy Council.

WHEREAS the Lords of Her Majesty's Most Honourable Privy Council did, by a licence bearing date the twenty-third day of January, one thousand eight hundred and sixty-seven, license